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BALTIMORE, MARCH 14, 1907.

CRUTCHES FOR COLLEGE MEN.

About this time every year the MANUFACTURERS' RECORD is brought face to face with the fact that the authorities of too many colleges in the country are neglectful of the best interests of their students in not keeping in the libraries files of the MANUFACTURERS' RECORD. We know of no more convenient means than our files for gaining prompt, up-to-date and comprehensive accurate knowledge of development in the South from week to week, and, as such service has been systematically rendered for a quarter of a century, no better source of information about the history of the South in that period. Our belief in this matter is not self-evolved; it is grounded in the fact that hardly a day passes in which some statesman, journalist, orator, historian, sociologist, economist or college student does not call upon the MANUFACTURERS' RECORD for material of one kind and another, which is gladly and freely supplied within reasonable limits whenever possible. That silent work done by the MANUFACTURERS' RECORD for the South, oftentimes not acknowledged even by the individuals who turn the material into pennies or prominence, is a part of our routine.

With the coming of spring, however, and the approach of college finals, with their debates, their theses and their graduating essays, the calls upon us become numerous enough and detailed enough to occupy a capable man's whole time for two or three months if we should undertake to meet them. For example, we received in one mail this

week four letters seeking information of the kind. One asked that the writer be referred to books, pamphlets or articles treating in interesting style of the progress of the South in recent years. Another from a university 1000 miles away, the second, by the way, from that institution within a week, sought material to be used in a debate upon one phase of immigration to the South. Two came from a college where the debate is to be upon the relations of Southern and "outside" capital to Southern development. One of them may, perhaps, be quoted in part as typical:

I want some information on the South. I want to know how much outside capital is invested in the South today, what is the value of the South's property, what is the rate of increase, what is the per-capita value of her property, how the South compares with other sections of our country, what her resources are, whether there is sufficient capital in the South to develop her resources.

Occasionally the offer is made to pay for material sought, in spite of our desire to meet such requests without money and without price. But usually in the case of college students we supply the material with reluctance. That is not because we are not intensely interested in college students, but because we are convinced that to be really benefited by his debate, his essay or his thesis the student should have as little direct help as possible in the assembling of the material. After proper training at college he may become so immersed in public affairs or in the duties of his profession as to be justified in availing himself of any short-cut in preparation for a public address or a popular paper. But the student that resorts to short-cuts in education is in a fair way of taking a short-cut to failure in life. It's in the struggle that strength is developed. It is of no value to a student to have the contents of a book ladled through him. His student life should fit him to dig out the contents of the book or of anything else in which he may be interested. Supplying him with literary crutches and encouraging him to use them will be pretty sure to make him an intellectual cripple for life. The colleges should, above all things else, train the students in self-dependence in investigation and in study, providing, of course, the proper directing or guiding force and the necessary tools and utensils are supplied. Our experience with many, many students, especially those in Southern colleges, who naturally look to the MANUFACTURERS' RECORD as an exponent of all that is best in the South, leads us to the suggestion that no college will go amiss in having the MANUFACTURERS' RECORD in its library and in making regular reading of it part of the college curriculum.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 72, 73 and 74.

RAILROADS AND THE PUBLIC ALIKE RESPONSIBLE FOR TRANSPORTATION BREAKDOWN.

We are glad to see that Mr. Hill and Mr. Harriman are in the last few months willing to admit what the MANUFACTURERS' RECORD has been persistently stating for the last four or five years, that is, that the railroads have not kept pace with the development of the country. It is unnecessary to discuss the why and the wherefore. We must simply meet the condition as it exists and, for the preservation of the business interests of the country as well as the preservation of the railroads, find a common meeting-ground on which the people and the railroads can get together for a broad expansion of railroad interests. In November, 1902, when the spirit of pessimism commenced to spread over the land and railroad officials were disposed to curtail development work, the MANUFACTURERS' RECORD said:

May it not be true that they have failed to fully grasp the recuperative power of a country of 80,000,000 people, with such potentialities for the development of business, the employment of the people and the creation of wealth as no other nation, even as no other continent, has ever dreamed of, now that we have been freed, as we were a few years ago, from the great incubus of an unsettled monetary standard which for years had halted our progress?

The wonderful development which was then in sight to those who cared to look below the surface and the material advance from 1896 to 1902 were urged as reasons why the railroads should begin a campaign of expansion, without which they would break down when business once more caught its active gait. Again, in April, 1905, in an elaborate article pointing out that the growth of the country was fast running ahead of the growth of the railroads, the MANUFACTURERS' RECORD said:

The broad railroad man must look ahead. He cannot plan simply to handle the traffic of today. He must plan for the traffic of the years just ahead, and it may be seriously questioned whether any railroad in this country has even outlined plans sufficient to meet the growth of this traffic if all its plans were carried out even for the next five years, much less the next ten.

It was also pointed out that within seven years from that time the railroads should be prepared to handle about 300,000,000,000-mile tons of freight against the 170,000,000,000 tons of that date, and to this was added:

That means almost a complete doubling of the entire transportation business of the United States in seven years, and that means a broadness of development in the improvement of existing lines and the building of new roads, in the re-equipment with more cars and locomotives, than most people seem to have yet gained any conception of. Are we likely to reach such a development within seven years? Unquestionably, unless the railroads prove to be so "weak a link" that they cannot provide the track and the rolling stock for handling it.

Such men as Mr. Hill and Mr. Harriman now admit, as though a new light had dawned upon them, what the MANUFACTURERS' RECORD proved by unanswerable facts five years ago would come about. The railroad situation is practically broken down, just as we said would be the case unless railroad people waked up. The railroads are totally inadequate to the needs of today. Moreover, many railroad officials are taking a very mistaken view of the situation. They are assuming that if the railroads should curtail their development work and the enlargement of their facilities for handling traffic, this would bring about a reaction in business and give them the opportunity of catching up, not by their expansion, but by the set-back to business. Such a policy would prove fatal. Any railroad, it matters not how strong it may be today, which should pursue such a policy for five years would be bankrupt. Not only would it mean suicide for the railroads to lessen the development work which they have been carrying on, but it would be almost if not quite suicidal for them not to expand even more rapidly than they have been doing. Some years ago the Baltimore & Ohio Railroad failed to keep up with the times and neglected to keep its track and its rolling stock up to the measure required by the development of the country through which it was running. When it did wake up, the receivers had to expend \$100,000,000 in order to meet business conditions. Any railroad of today which should undertake to seriously restrict the development of its transportation facilities under the mistaken impression that it can stop a while and catch up later would find itself five years hence very much in the shape of the old Baltimore & Ohio. Railroad officials are finding it difficult to secure money for needed extensions, and for the money which they do get high rates must be paid. This is a very hard situation. It is due in part to the agitation against railroads and corporations, to the unfavorable legislation in Congress and in State legislatures; but it must be remembered that a good deal of this hostile legislation is due to railroad mismanagement. Mr. Harriman admits that the higher railroad officials have ignored the public and have failed to understand the situation. They have gone ahead blindly, expecting that the officials lower down the line would cultivate the public. And now Mr. Harriman (and doubtless he represents many others in the same condition) has suddenly waked up to a realization of the fact that the public has to too great an extent been ignored. The MANUFACTURERS' RECORD might add, as it has said in the past, that railroad lobbying has been a potent cause for the hostile legislation of today. Many railroad people, instead of seeking to cultivate a friendly relation with the public and to come in touch with their needs and their views, have hired lobbyists, with a view at times to buying their way through legislatures. The rottenness of American politics was largely responsible for this condition.

The railroad people were seeking to save themselves from destruction by the action of demagogues in public office, and thought that this was the way to do it. The people were to blame for the demagogues, and the railroads were to blame for thinking that the best way would be to buy their way. Neither the pot nor the kettle has a right, under the circumstances, to call the other black, for both the railroads and the people have been derelict in their duty. Recrimination, however, will not improve conditions now. In perfect good faith to the public, admitting their own wrongdoings and shortcomings, railroads must now undertake to save themselves. It is possible for them to win back the confidence of the public, but it can only be done by perfect frankness and candor, and not by threats of curtailing construction work. They must show the public that expansion is absolutely essential to the railroads and to the people and give assurance that with a lessening of hostile legislation every energy of the railroad world will be bent upon increasing transportation facilities and upon honesty and efficiency of management. This cannot be done by any attempt to cover up the mistakes and the sins of the past. Too many officials have undertaken to override public sentiment on the ground that what they were doing was "within their legal rights." The curse of the railroad life has been the willingness of many officials to do anything which by adroit hair-twisting would be pronounced "within the legal rights" of the corporation. On the other hand, corporation baiting has been carried on to such an extent by the people and by demagogic politicians that cheating a railroad by the wrong classification of freight or by escaping paying fare or by the introduction of legislative bills intended to be bought off has been regarded as something creditable rather than deserving of the penitentiary. So-called reputable men have boasted at times of having been able to escape the eyes of the conductor while riding on a railroad. They counted that the money thus saved was money made, instead of realizing that they had been guilty of swindling just as much as if they had stolen that amount of money out of a man's pocket. Whether the amount be a five-cent street-car fare or a larger sum, the man who does this is a thief at heart.

In the article published in 1902, previously quoted, in referring to railroad officials, it was said:

May they not have failed to give full appreciation to the fact that with an increase of population of 15,000,000 or more every 30 years we have an increase in agricultural products of over \$2,000,000,000 a year compared with 1890 and about \$5,000,000,000 a year in manufactures and mining compared with the same year? Ten years ago the value of our agricultural products was in round numbers \$3,000,000,000 a year and of our mines and manufactured products \$10,000,000,000, a total of \$13,000,000,000. Now our farms are yielding over \$5,000,000,000 and our mines and factories about \$15,000,000,000, a total of \$20,000,000,000. Thus the output of these two interests is now annually exceeding by \$7,000,000,000 their output in 1890.

That was written over four years ago. The \$5,000,000,000 of agricultural products reported then has now advanced to \$7,000,000,000. The \$15,000,000,000 which then represented the total output of our mines and factories has now advanced to nearly \$19,000,000,000, or a total for agriculture, mining and manufactures of \$26,000,000,000, a gain in less than five years of over \$6,000,000,000. These figures are so great that they are really beyond our power to fully measure or comprehend. We do know, however, that vast as has been the gain in the last five or ten years, the future will show a still greater gain. We have reached a point where it may truly be said that our country as a whole has just rounded out the first preliminary stage for its real great development. Our iron production of 25,000,000 tons must of necessity reach at least 50,000,000 tons within 10 years. The 425,000,000 tons of coal produced last year will advance to nearly or quite 900,000,000 tons within 10 years. In 1895 the total freight traffic of the country as measured in mile tons was 88,567,000,000; in 1905 it was 187,375,000,000, a gain of considerably over 100 per cent. Bearing these facts in mind and remembering that our population is now increasing at the rate of about 18,000,000 to 20,000,000 in the next 10 years, and considering the accelerating rate of growth in iron and coal and cement and manufactures generally and the per capita increase in freight traffic and travel, we can easily see that the minimum requirements 10 years hence will be for transportation facilities equal to caring for 350,000,000,000-mile tons of traffic, or a doubling of the entire transportation facilities of today. It is perfectly safe to rely upon these forecasts and to plan all business operations upon them. For the last 30 or 40 years it has been possible, by studying the accelerating rate of consumption of coal and iron and the general activity in the world's advancement, to forecast with almost mathematical certainty the approximate volume of railroad business and of manufacturing interests 10 and 20 years ahead. Few people have been willing to put themselves on record as to the probable volume of business, and very generally minimum estimates have been made for fear of creating an impression of being visionary enthusiasts. Taking the most conservative view of the situation, it can be accepted without question that within the next 10 years the transportation facilities of the country must be doubled. This does not mean that we must build 225,000 miles of road to match the 225,000 we now have. It does mean a very large increase in mileage, and this should be 40 per cent. or 50 per cent., including double-tracking of present roads, the very great enlargements of all terminal facilities, and some better system of handling freight by which there will be less lost time in the use of rolling stock. The country must find \$5,000,000,000 for the expansion of railroad facilities in the next five or ten years. A development of such magnitude as this will test the financial skill and the managerial ability of every great railroad man in America. It will test the genius of our great bankers to meet such a situation. It will test the strength of the conservative forces of America to unite in bringing about conditions which will make possible the raising of such vast sums. Destructive legislation must halt. Our railroad kings have been brought to their senses. They realize now that everything which is "within their legal rights" is not wise nor proper. They must of necessity abandon their notions about "the divine right" of railroads. Under these conditions the time has come for governmental influence in national and State affairs, for bankers and railroad managers, and for the people at large, to put aside the bitterness of the past and unite for a development of railroads commensurate with the unequalled opportunities, the vast potentialities of our common country.

THE QUESTION OF REAL EDUCATION.

The ear of the public is at present inclined, largely through force of habit, toward the outgivings of professional pedagogy and educational statesmanship dealing principally in the metaphysics of fads or the manipulations of academic combinations or trusts tending to give superficial thinkers an impression that ability to touch the pockets of millionaireism is the only true gauge of scholarship, and that the rising generation is in some way or other to be surprised into an education by methods smacking of the playroom. The public mind is, nevertheless, slowly awakening to the conviction that there is something fundamentally wrong with "up-to-date" educational methods, and a larger and larger number of practical men of affairs in colleges, in business and in industry are beginning to give expression to opinions, based upon observation and experience, suggesting a reform. Hardly a week passes without the MANUFACTURERS' RECORD receiving some intimation of the expansion of a healthy sentiment as to education. For example, President P. H. Mell of Clemson Agricultural College, South Carolina, in a letter touching upon a pamphlet in advocacy of proper training of Southern young men, writes:

It seems to me that your warning is timely, and people should appreciate the importance of listening to such good advice and become anxious and willing not to put stress upon commercial prosperity to the detriment of the development of moral and intellectual progress. Sometimes I fear that the country is running wild over the building of factories and the extension of railroads and the vast income from the crops, and that they forget the importance of the moral and intellectual side of life. They become so much engrossed in the chase after the almighty dollar they lose sight of the importance of developing the moral and intellectual side of their nature. You are helping in a strong way to emphasize to the people the importance of education, and I believe if the South will take advantage of her increase in wealth and use a generous portion of this money in equipping schools and colleges it would do much toward helping the condition of the country. Unless the people of the South look at the importance of this matter our prosperity will become a curse. As you have so often said in the columns of your paper, the Southern youths must be trained to take charge of our factories and railroads and must be equipped to develop our industrial resources, and in order to do this they must be well prepared in colleges. Unless the South will spend this money, therefore, in strengthening its educational forces, we will wake up to the fact that we have lost our opportunity, and we will find ourselves confronting the same proposition that faced us at the opening of the Civil War, when we realized that we had devoted too much time to agricultural interests and had failed to develop our manufacturing powers. I desire, as a Southern man, to express my appreciation for the valuable services you are rendering the South in the preparation of just such pamphlets as this one and making liberal use of the columns of your paper in this direction.

Rather more emphatic is a letter from the Bergner Manufacturing Co. of Canton, Ohio, which says:

The progress which you portray must be very gratifying to every American who reads your articles. Let us hope it will not too greatly increase the already well-developed bump of national self-esteem nor lead us into the indulgences that sap the vitality of the boys of today who will be the stewards of the future. Let's all work and teach our boys to work that they may be fit for the responsibilities awaiting them. Deliver us, Oh Lord, from the dangers of decadence.

Writing from another angle and commenting upon a statement of the MANUFACTURERS' RECORD to the effect that boys of this country are no longer being trained to a sense of responsibility and so are in danger of losing independence of character and of becoming vagabonds and tramps, Mr.

Samuel Miller of the Miller-Kopp Cut Stone Co. of Washington, D. C., writes:

For answer to your question read the apprentice laws of the different labor organizations. There you will find the reason why the American boy is a loafer. He is debarred from learning a trade. Europe is the factory that produces the skilled journeymen.

The dominant note of these three letters is the possibility that the boys of today may be unfit to be stewards of the future because they are not being taught to work and are surrounded by influences training them to hopes of living without labor. They are vain hopes, to be sure, but realism is given them in the spectacle of presidents of colleges and universities hot-foot in chase of dollars upon which they have no claim except that the dollars may be had for the asking upon certain conditions, more or less humiliating and demoralizing, of countenance given individuals making their easy living in agitation tending to mark honest work as a disgrace and of legislation designed to postpone as long as possible the time when one may begin to work for a living and limiting thereafter the opportunities to work as one may please.

The three letters reflect, too, a reaction against up-to-dateness in education and the tendency to return to reason in education, education meaning the preparation, both in school and out of school, of the child for a career of usefulness and happiness. An extreme expression of this reaction was given in an address at Chicago by the principal of a public school there. He said:

I am in favor of child labor. Every child ought to work every day in his life. Child idleness is worse than child labor. When the boy is given no chance to accomplish anything, is it any wonder that he takes to the reading of blood-and-thunder stories and attempts to practice the acts of villainy he reads about? Is it any wonder that we are a nation of grafters? Four hours of school and four hours of work alternating will make every child self-sustaining after the age of 10. . . . With a peculiarly devilish intelligence society and the law have prevented the boy from getting work that really is work. He may run messages and sit on a bench with a crowd of vitiated youths larger than himself. He soon absorbs their vices and quits work. It is a miracle that all of them do not go down to perdition right there. But there is such good stuff in our boys that they have, in spite of the folly of their elders, a real desire to become reputable citizens. This strong desire saves some; others go to ruin. Those who have legislated against child labor have done a good thing. They have saved some thousands of children from degradation and decay by the operation of their laws, but they have permitted many thousands more to come up in enforced idleness where their bodies have been permitted to rest and grow, but where their minds and souls have been poisoned to a degree that makes the wrong to the laboring children pale into insignificance by the contrast. Every child ought to work every day of his life. He is born into a world which requires work, and he ought not to be permitted to form habits of idleness and shirking. Child idleness is worse than child labor. . . . Coming up in idleness, the child is compelled to seek unnatural and secret means of gratifying the desire to accomplish something. So lying and cheating are carried on in and out of school, cruelty is practiced, depredations are committed against life and property in the streets near home, peddlers are assaulted, helpless animals are tortured, and in most neighborhoods the adults admit to you with lamentations that the children about there are so full of the very devil as they can stick. Is it any wonder that we have a nation of grafters? We have been subjected to years of training in the devil's workshop where these things are concocted.

This weaning through modern education of young people from the idea of personal endeavor being necessary for success in life has been aptly hit off by Dean Russell of the Teachers' College of New York city. Referring to the quite deeply-seated idea that anyone can do anything in this country if he is

once given a start in the public schools, Dean Russell said:

The attitude in the schools is one which leads a boy to believe that he can be the President of the United States, the head of a great corporation, a great man in professional life—can do anything except earn a day's wages by a decent day's work. The typical American boy and girl look forward to occupying some high position, the boy in a profession or office and the girl in society and wearing handsome clothes.

He added that only one out of every 1000 of the young folks will get a big position, and the other 999 must find some other occupation for which they have not been fitted by their school work; that it had been said that no agency in the country turns more girls into the streets than our public schools, and that the boys who drift from the schools at from 14 to 18 years of age become anarchists from disappointment, and that it is not strange that they do so after the bringing up they have had. He contended that young men become anarchists and young women become vicious as the direct result of the inadequacy of the public-school system.

Many careful students of the really alarming situation, while agreeing in the main as to the facts set forth by Dean Russell, are hardly ready to assert with him that the inadequacy of the public-school system is at the bottom of the evil. The trouble is not so much the public-school system, as a system, as the expectation that the public-school system should be the sole means of preparation of girls and boys for their life work. Consequently, it is urged that upon the public-school system should be grafted attempts to round out the whole training of the child, reinforced by compulsory attendance laws covering the most vital period of a child's life, laws so enforced as to teach the child, however capable, that it is actually wrong for it to work and enforced for so long a period that the child cannot leave school until it has passed the age when it may fit itself to work effectively. The remedy for the evils lies in a bringing back of the public-school system to its proper proportions and place, and at the same time suppressing the inclination to remove the growing child practically from the care of its parents and to make it a ward of the State. There should be an insistence upon more schools of the right kind and upon the elimination from existing schools of training of the wrong kind. To work is an honor, should be the battle-cry for education in this country.

ON FINDING ONESELF.

A few weeks ago a Southern banker advertised in the "Classified Opportunities" department of the MANUFACTURERS' RECORD for an active, responsible young man with some money to invest to take an interest in and become manager of a manufacturing enterprise. The place has been promptly filled, but the banker writes us that the advertisement called forth so many letters from apparently good, available people ready to invest money in an undertaking of this kind that he thought it well worth bringing to our attention the fact that he had some nine or ten letters from people who seemed to be thoroughly responsible, and all of them looked like available cases, but he could take only one.

It was partly with a view to bringing people and opportunities such as this in touch that the MANUFACTURERS' RECORD established its "Classified Opportunities" department. More and

more we believe it possible for the men who are looking for positions and for positions looking for men to come in touch through this means. It is a broad medium of communication widely read throughout the whole country. Here are presented opportunities for men of means to make investments, for men to find properties of all kinds in all parts of the South, for men who are looking for positions to make known their wants or to find their opportunity through the advertisements of those who are wanting men. To use an old and much-worn expression, this department has really met a "long-felt want."

OPERATORS AND TRAIN WRECKS

The theory about the overworked block operator on our railroads, which has lately been more than usually prominent in connection with reports of train wrecks, is ruthlessly shattered by one who signs himself "Ex-O." in a letter to the Richmond (Va.) *News-Leader*, and who says that he began railroad work in 1870 as a night operator and has since passed through about every phase of railroad telegraph work. He pointedly notes that work was then just as confining as it is now, and there were no such facilities for doing it as are now enjoyed, but there were seldom heard complaints about low wages or bad treatment. Operators were in demand at from \$40 to \$60 per month, and, as he remembers, the cost of living was as great as now. It seemed that most of the men were more interested in working for a better job and in the belief that some day they would be superintendents; they had a good fighting chance, too, as most of the officers came from the ranks, which was a great incentive to a large number of young men to make railroading their life business. He takes a rap at the railroad companies for the present methods of finding officials, but thinks that the companies cannot be wholly blamed for the change of policy, the growth of which, he says, can apparently be traced along with the growth of labor organizations. The early age limit is another deterrent that keeps many young men out of the business, they fearing that in middle age they will become practically peons with whichever company they may be working when the age limit is crossed. Yet he thinks there is no other occupation in which a young man can place himself upon as good an earning basis in so short a time as he can in the railroad telegraph service.

After this summing up of the operator's work and its conditions he turns his attention to the way in which some of the young men at country stations behave themselves in connection with their duties. The work is not burdensome, even in 12-hour "tricks," because it is not continuous; the operator is merely obliged to keep his attention upon a train until it has passed out of his block, and he says not many operators handle an average of one train per hour. (This must, of course, apply to country offices.) The other telegraph work at such stations he pronounces as not being enough to keep a man in good practice. He intimates that many country operators spend part and sometimes all of their days in hunting, fishing or visiting, and stealing their sleep at night in their offices upon improvised couches composed of chair cushions, books, papers, etc. Roused out of a sound sleep, he says, there is hardly one man in a hundred who would not do some fool trick if then obliged to

act suddenly. Most of the accidents occur at night, and this sleeping habit with some men he blames for nearly all night wrecks.

Undoubtedly there is an amount of truth in what this correspondent says about the work and habits of a certain type of railroad telegraph operators. Anyone who has observed the work of block operating at rural offices and noted the kind of men who were engaged at it will recognize immediately the picture which he draws. But there is another side to the sketch, which is that the railroad company is more or less derelict in the matter of promoting esprit de corps among its employees. While it is true that most of the workers must always remain in subordinate positions—that the advancement of any individual cannot be very high, as a rule—if the men feel that they are handicapped in the race for promotion by the fact that a relative or a friend of an officer may be slipped in a place above them without having passed through the furnace of experience in the lower grades of the service, the company will not get the best out of its servants that it might, for they will be disheartened just in such measure as appointments of favor are frequent.

Whether the sleeping operators should be cured by the application of such drastic medicine as State laws prohibiting slumber on duty on penalty of fine and imprisonment, as the correspondent of the *News-Leader* suggests, or that the railroad companies should handle the difficulty in their own manner, is an open question, but it is manifest that there is a lessened sense of personal responsibility in almost all lines of human effort as compared with the past. This fact may be an evil developed by the extended organization that prevails in all lines of business, yet this very complexity of affairs more than ever demands faithfulness of the individual. He is one part of a vast machine that is to be more or less deranged in all its parts if he proves unfaithful to his trust. Fidelity to one's employer is only another form of being true to one's self, whether the employer is an individual, a firm or a company. The man who will not be true is a waste product of the great factory of the universe, and sooner or later he will be cast out upon the dump of creation unless he can be aroused to save himself from utter ruin. If only every young man could realize this fact there might be more of the faithful.

Mr. J. H. Merrill, general superintendent of the Choctaw Railway & Lighting Co., South McAlester, I. T., writes to the MANUFACTURERS' RECORD as follows:

At this late date I am directing your attention to the appreciation of the business men in general and to express especially our appreciation of Mr. Alexander Helper's article on "Facts About McAlester," which appeared in your February 7 issue. We appreciate the large demands which are made upon your columns for articles of this character, and having recently come to the Territory from the East I appreciate that not enough has been published regarding the possibilities of this Territory, all of which is very valuable reading for Eastern investors as well as manufacturers looking about for Western locations. Mr. Helper has not overestimated the possibilities here existing.

THE COTTON MOVEMENT.

In his report for March 8 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 189 days of the present season was 11,336,642 bales, an increase over the same period

last year of 2,394,860 bales. The exports were 6,498,266 bales, an increase of 1,728,143 bales. The takings were, by Northern spinners, 2,004,308 bales, an increase of 219,749; by Southern spinners, 1,547,590 bales, an increase of 84,051 bales.

FOR VIRGINIA.

Every publication of the Department of Agriculture and Immigration of Virginia shows a marked advance in the methods of calling the attention of the world to the agricultural and industrial opportunities of the Old Dominion. It is hardly necessary, therefore, to state that the latest issue of "A Handbook of Virginia" is the best that the department has produced. It is a splendid piece of typography, and in that respect a fine advertisement of the State. But its contents are of the most practical order, serving as a reliable guide the persons interested in the many phases of human activity typed in Virginia. A general comprehensive description of the State as a whole is followed by carefully prepared details of each of the counties and each of the cities. To these are added two maps and many half-tone illustrations. The mention of some of these in itself will indicate the wide range of Virginia's resources and opportunities. They include surf bathing on the Atlantic coast, growing onions, valuable water-powers, the Natural Bridge, the University of Virginia, apple exhibit of the State Horticultural Society, iron furnaces, Portland cement works, apple and pear orchards, limestone quarries, wheat, oat and cowpen fields, white pines upon the mountains, alfalfa, hay, winter lambs, sheep in pasture, gold mines, strawberry and trucking farms, hogs, saddle horses, pyrites mines, grapes, peaches, cattle, peanuts, tobacco, corn, cotton, alkali works, seining fish, grazing farms, duck ranch, coal mines, iron-ore mines, paper mills, tobacco warehouses, silk mills, copper smelters, shipping docks, the largest trunk factory in the world, the largest woodenware works in the world, locomotive works, flour mills, etc.; in fact, it would be difficult to mention any field of profitable enterprise which is not suggested by even the most superficial perusal of the handbook, and it is gratifying to know that Hon. G. W. Koerner, the Commissioner of Agriculture and Immigration, is doing intelligent and efficient service for Virginia in adding to the number of individuals availing themselves of the opportunities for participation in the development of the State.

CLEMSON COLLEGE.

Clemson College, the State agricultural and mechanical college of South Carolina, was established in 1889 and was opened for students in 1893. What has been accomplished since then is set forth in a handsomely illustrated brochure, and that record of achievement is an encouragement not only for the college itself, but for similar institutions in other States. Since its opening it has had 3086 students, of whom 53 came from other States until in 1901 the college became overcrowded by South Carolina youths, more boys from the homes of the State now applying annually than the college can accommodate, the present session opening with 624 in attendance and 272 on the waiting list. The parents of more than half the number of students are farmers, and of the total 652 students now enrolled, 268 are mechanical and electrical, 228 agricultural, 34 civil engineering, 17 textile, 2 metallurgical and 103 preparatory. Of graduates since 1896, not including those of the class of 1906, there are 90 in mechanical and electrical engineering, 35 in cotton manufacture, 27 in farming, 22 in civil engineering, 19 in teaching, 18 in merchandising, 15 in United States navy-yards, 10 each in medical practice and in scientific work of the

Department of Agriculture of the United States, 9 in law practice, 7 each in cotton oil manufacturing and in chemical work, 6 in banking, 5 in studies elsewhere, 3 each in industrial business and in lumbering and in animal husbandry, 2 each in the United States Army and in the United States Revenue Service, in veterinary science, in the ministry and in direction of experiment stations, and 1 each in mining, in the United States mail service, in the railway business and in bookkeeping. Two have died, and the occupation of 11 is unknown. It may be recalled in this connection that a member of the first class graduated by Clemson College won recently a national prize for the largest yield of corn, 182 bushels, on an acre of land. These figures do not include the students who have spent one year or more at Clemson, but what 322 graduates are doing is a fair indication of what the 3000 students are doing, and that is an eloquent tribute to the immense practical value of technical training for Southern boys.

A GREAT COTTON WAREHOUSE ENTERPRISE.

Mr. H. W. Drane, secretary of the Memphis Warehouse Co., Memphis, Tenn., in a letter to the MANUFACTURERS' RECORD giving some information about the plans for the enlargement of the operations of that company, writes:

"In compliance with your request of 4th inst., we will state that we have 40 of the 1000-bale compartments completed, and have foundations for 40 more laid and the walls of some of them up. We have two compresses completed, and have begun to handle some cotton. By the first of next September we expect to have the 80 warehouses all completed and possibly 20 more, making 100. These compartments or houses are in groups of 10; in other words, each warehouse has 10 compartments with fire walls between. Each compartment will easily hold 1000 bales of cotton before compressed, and by crowding we could get 1200 bales in each compartment. We will have room under our compress sheds and outbound platforms to store several thousand bales more. The cotton will be handled from receiving platforms to warehouses and from warehouses to compress by overhead trolleys, thus doing away with so much trucking. We are installing the automatic sprinkler system of fire extinguishing. This, with our solid concrete walls, will render our buildings almost immune to fire. We will have about five miles of our own switch tracks on the warehouse grounds, so as to be prepared to take care of all the cars that come to us. We expect soon to have connection with all the railroads running into Memphis. Our property is situated in New South Memphis, about two miles south of the city proper, and is adjacent to the Illinois Central and Yazoo & Mississippi Valley railroads and the Union Belt Railroad. Over the Union Belt all the roads can have access to our plant. What we have undertaken now is just one-half of what is contemplated. We expect finally to have 160 of the 1000-bale compartments and four or more presses, as may be required. We have expended so far about \$375,000 in the purchase of the land, presses and construction of buildings. The entire plant as laid out will cost when completed in the neighborhood of \$1,000,000. We want to do away with the necessity of blocking the streets and sidewalks of the city with unsightly bales of cotton exposed to the weather. Our insurance will be very much less than is charged on cotton in city sheds."

CHATTANOOGA INDUSTRIES.

Figures just compiled by Mr. W. B. Royster, secretary of the Chamber of Commerce of Chattanooga, Tenn., show

that in that city and its suburbs 16,988 persons are employed by manufacturers, 2632 by railways and 710 by street railways, not including track hands or others employed for stated or special work. The total paid annually in wages to residents of the city is \$10,306,690. The number of employes by industries is as follows: Woodworking plants, 2451; textile plants, 2300; iron industries, 2125; mining, 1895; contractors and materials, 1765; implements and vehicles, 895; blast furnaces, 745; boilers and tanks, 700; machinery plants, 697; patent medicines, 660; leather industry, 565; breweries and distilleries, 495; blank books and printing, 250; confectionery, 230; glass factories, 180; milling, 165; lava and talc workers, 155; miscellaneous, 765.

WACO.

An attractively-illustrated booklet has been issued under the auspices of the Business Men's Club of Waco, Texas, setting forth in an interesting style what that city has done and is doing in all branches of commercial, industrial, financial and municipal lines.

Waco is situated in the central part of the State at the head of navigation of the Brazos river, and is surrounded by rich agricultural lands, which lend themselves to the successful cultivation of nearly every crop. Manufacturing enterprises to the number of 165 are located in Waco, and these are of a widely diversified character and are being constantly added to. There are also many large wholesale establishments which distribute their wares throughout that vast section of which Waco is a center. The retail stores are modern and numerous and cater to the wants of residents of a large city. The financial institutions are all in a strong and healthy condition and bank clearings are constantly on the increase. Ample transportation facilities, extending in every direction, are also available.

Waco is well known as an educational center in the Southwest, there being, in addition to a large number of public schools, a number of colleges for higher training. Many churches are established here covering every denomination and numbering over 50.

Those contemplating the change of their habitation or business enterprises or looking for investments will be assisted in every way by communicating with the Business Men's Club.

PROMOTED NATIONAL INTEREST.

[Wrightsville (Ga.) Chronicle.]

Devoted to the interests of our section, as well as the entire country, no other factor has done more for the development of our industrial, commercial and financial advantages. The wisdom and conservatism of its management have won for it a reputation and a character which commands the respect and confidence of the country. Loyal to our best traditions, proud of our unexcelled advantages and confident of the future of our section, the MANUFACTURERS' RECORD has been inspiration to our people at home and promoted a national interest in our progress and opportunities. We congratulate it on past achievement, and hope that the next 25 years will bring a fuller realization of its hopes and prophecies for the supremacy of the South.

Oklahoma Town Needs Newspaper.

The MANUFACTURERS' RECORD has received the following statement:

"We want a good weekly newspaper plant established at Hallett, O. T. It is a new town with two new lines of railroad and most likely to become a county-seat. Address communications to A. F. Wolf, president Security Land Co., Fayetteville, Ark."

ON STAYING PUT.

[This article was not intended by its writer for publication, but is so full of wisdom that it should see the light with propriety.]

An editor is all the better occasionally, like a minister of the Gospel and a teacher of the young of the land, for an appreciative pat on the back. Consider this the pat, sir, on the back.

You had an excellent article on "Wanted: Men Who Can Do Things," and this week your fish story and its application to business conditions follows the subject excellently. Although seemingly not related, a close relationship exists between the two editorials.

Some of your readers ask how to get in line. They know the men are needed. They feel confident of their own ability to do things. They are anxious to get in line, and yet do not know just where the line is. If it were tangible like the line at the theater box office there would be no trouble. If employers wanting men could be approached like the busy man on the street who is held up by the beggar, well and good. But it is not so.

Man is a creature of duty. Duty well done is often its own reward. If it were not for the impelling force of duty the world would go to wreck. Man labors oftentimes like the coral insect, with a primitive instinct for order and a blind following of precedent. It is in this apparently blind doing of the work at hand that the greatest opportunity for success lies. We must all prepare ourselves to be ready when our chance comes. A trite and commonplace remark extremely overworked, but true.

The only way a man can get in line is to stay in one place after carefully selecting that place. It is the duty of every man to make a careful survey of the field, locate somewhere after making the careful survey and stay there. A rolling stone gathers no moss. It does gather a fine polish, and in the contest of life a certain degree of polish is desirable.

How well this was understood in the early days when our fathers did things leisurely! The young man was bound out to learn a trade. After learning it he put in two or three years as a "journeyman." The "Wanderjahrs" were the years when the finished products of the trainers' shops went around the country imparting their bits of local knowledge to the men who had not yet traveled and picking up bits of useful local knowledge in every place they worked.

But the "Wanderjahrs" were wisely curtailed. Long enough the period was to get the polish. Too short to acquire the habit of tramping. Long enough to acquire good judgment of the world and pick out a good location. Short enough to keep within a man the spirit of contentment.

Our men these days suffer from restlessness. On the Pacific coast, where the writer lived 18 years, it was said the laborer "would tote his blankets from San Diego to Seattle for an extra \$2 per month and tote them back in a week because he got the same class of work."

Now for the application of the fish story. When the man has decided to locate in one place he should see where the bait is most plentiful. Go to that spot and stay there. Take a nibble and then bite good and hard. When a good job is secured (this is meant for men working for wages or on salaries), hold on to it. The income being known, arrange expenses to keep within it and stay, stay, stay. Take a few, a very few, of the earlier years of life to get the polish. Then squat and acquire the moss. Do not become a mossback, but do get enough moss to pack your ticking comfortably. Make the bed comfortable. In these days

of easy and rapid transportation enough men travel to enable a man to keep in touch with the world without having to travel himself to any extent.

Personal applications are generally odious, but the writer believes in staying with the crowd. Not "chasing booms," but going where the permanent crowd keeps.

He is an engineer and worked up and down the Pacific slope from Mexico to Alaska for 18 years. Not because he was fond of wandering, but because in no other way can the average civil engineer make a living. He tried to settle down. Would make a good man in a permanent position, but he graduated in dull times, and there were no permanent positions then to be had. When the good times came he was too old and wanted too much money to start at a very small salary. He also had a family.

Three years ago he decided to come to the East. He selected Chicago. He did it because there was lots of bait there and he did not want any longer to be "a poor devil of a surveyor in a country town." In the average town and city of the West the competition was keen, because so many young men, and old ones, go West. There may be only three men in one line of work in a place and only an occasional job.

In a city like Chicago there may be 100 men and only 75 jobs, but the proportion is more satisfactory. The best man, or the most fit man, at any rate, wins.

Now it is simply a question of advertising and working and giving satisfaction. There has not been one idle day in the last three years. The pay is good and employers are appreciative.

Unfortunately for a man who likes home life, there is too much time away from home, but the family is living comfortably, and occasionally there is a job near home, so the street car may be boarded at the door. The trips are filled with anticipatory delusions.

At the present stage of the game a man 40 years of age has little or no hope of getting a permanent position, even when of broad experience, but he can keep busy at good pay if he has the experience and gradually become known and find life is good.

The secret is in staying. Chicago is headquarters, and no hopes of future prospects for the city he is in leads him to think of locating. The smaller places have their booms, and only a man with employes or who is in receipt of a steady income can stay. For the man who takes transient work the big city is the place. There the money comes from, and there the enterprises start. But for the man who must work on salary the advice is to stay in the place where it is possible to save and keep busy. Read, ponder and reflect on better ways of doing things. Cultivate men successful in the same line, and stay, stay. The better employer will happen along. If he does not, you are good men anyhow.

Creosote Oil Wanted.

The MANUFACTURERS' RECORD is in receipt of a letter which indicates there is a good field for the sale of creosote oil in the Southwest. This letter is from the Galveston Creosoting Co. of Galveston, Texas, which writes: "Kindly furnish us with a list of producers of creosote oil in the United States. We have been purchasing and importing our oil from London, but see no reason why as good a product cannot be obtained at home."

LOCAL EMPLOYMENT FOR SOUTHERN MONEY.

[Written for the Manufacturers' Record.]

A short while ago the MANUFACTURERS' RECORD received from a banker in a Virginia town a letter revealing an uncertainty as to the best means of investing to the best advantage the money accumulating in the town. The Virginia town is but one of many Southern communities facing the problem of utilizing to the best advantage accumulating wealth, of finding profitable employment for money at home and of establishing enterprises on a healthy basis. The letter suggested that the columns of the MANUFACTURERS' RECORD might be used in discussion of the question, and some comments on the subject follow as a result of the suggestion:

Capital Active in Improvement of Farm Lands.

W. S. Lee, cashier Citizens' Bank, Iron City, Ga.:

The question asked has not yet confronted our section, and probably it will be many years before it will do so in any marked degree. The rapid improvement of farming lands will give employment to all our capital for years yet, and besides this the general development of many other lines of industry are now and will be for years demanding much more than the spare capital of our own section. This may in a degree answer the question for other sections, however. There can be secured in this section paper that is secured by real estate at a valuation that renders the loan absolutely secure, to net the lender 8 per cent, per annum clear of all expense. It has for some time been a source of surprise that more idle capital did not seek this investment than have so far done. Most of our banks are besieged with calls for long-term loans, which are perfectly all right in every particular, except that they are too long, and therefore out of the reach of our banks, who can use all the funds which they can safely loan on shorter terms and on the whole more satisfactory loans, from the standpoint of the commercial bank. These banks, most of them, would be glad to aid in the placing of such loans as these from the benefit they would get by getting the money for their customers. Some few Eastern firms are beginning to place some funds this way, but in most instances their agents are attorneys who get a large commission. There also seems to be a very large amount of red tape about their arrangement of loans, and these things have to a large extent discouraged the borrowers from this kind of arrangement. If some arrangement could be reached by which the surplus funds of other sections could be loaned to the good farmers of this section, to be used in improving their farms, without so much expense, there would be a large profit in this to the investor, and much aid to the development of our section. Surely there can be no safer collateral than cotton farm lands at a conservative valuation.

Our section here needs houses, fences, stump-pulling and every other improvement, but the worst need is more people. Our land will easily support three times its population and more. The climate is good, the health is good, and wonderful it seems to me that so many of the laboring classes crowd themselves into cities and towns when there is open such a chance as this section. Any man who works at all can make a living and have some over. Our schools are rapidly developing into the very best. Right here in a town of only 400 or 500 inhabitants we have a school with six highly competent teachers and about 200 pupils. And there are many other sections all over South Georgia just as full of opportunities for the worker. So

that our greatest need is not so much capital as it is people. We can use capital, worlds of it, but we need the people worse. There was never a brighter outlook in a business way than now. The short crop in our immediate section has not caused any real misfortune. It has only served to check the widespread and dangerous tendency to speculation and extravagant living. Credit had become so cheap, on account of the prosperous times, that almost anyone could borrow all the money they wanted from the small banks, who borrowed much from the New York banks. The tightening of the money market has eliminated much of this, and is causing a more healthy tone in the business transactions. What has been lost in arrested improvements has been more than counterbalanced by the healthy lesson it has taught our people. Few conservatively conducted enterprises are suffering from any stringency of money matters, and the demand for money and the general business activity in our section is healthy.

I have taken large latitude in answering your request, but trust that it will not be without some help to you in your attempt. I will say just here that I have only lately begun taking your paper, but now hardly see how I have been without it so long. I especially wish to congratulate you on the fine editorials in it.

Fostering Well-Considered Industrial Enterprises.

H. J. B. Lann, president Monroe Banking & Trust Co., Aberdeen, Miss.:

There has been for some time in this section in towns like Aberdeen an impression that manufacturing enterprises were necessary to the growth and advancement of the country. This sentiment has often been poorly directed, so that young enterprises hastily gotten up would receive encouragement, when often it was the right enterprise in the wrong place, as you tersely put it. The result was the enterprise failed, having the effect of depressing the ardent enthusiasm of those investing money in it. I am fully persuaded that this section affords a wide field for various manufacturing industries, but not for all manufacturing industries. Those ought to be planted that spring naturally out of the local productiveness of the immediate region, so that the resulting industry will be acclimated at once and not become an esoteric. There is sufficient capital here for some to be supported in profitable industries that will afford employment to idle laborers, especially white women who wish to earn their own living. All other laborers who want work can most profitably, as a rule, be employed in the cotton fields, lumbering districts and in railroading. Our three banks in this town show deposits of nearly \$700,000 at this time, an amount of money that is not needed, certainly at this time of the year. That and more is needed to move the cotton crop, but it is thus only used three of four months, for which time it would be cheaper to borrow from abroad.

Oil mills, one of which we have already established, and another large and promising one just building, have been a most profitable investment and have had a most beneficial effect. While not decreasing cottonseed as a food and fertilizer product, they have added immensely to the wealth by extracting the oil from the cottonseed, which has for many years been lost entirely. The cottonseed-oil industry is a natural one. It raises the price of the cottonseed and adds immediately to the wealth of the country, bringing steady and almost certain returns.

We have also in this town a clothing factory, where ready-made clothing is manufactured and sold by the company's own drummers to the local merchants. This enterprise gives employment to some 85 laborers, nearly all of whom are women, who make satisfactory wages. This enterprise and like enterprises in this region are usually dividend-paying and ought to be fostered by the financial institutions. Our bankers are not fully educated in the manufacturing idea. They are schooled in taking the risk and hazarding money into the field of buying and selling the raw cotton, but they feel timid when it comes to putting large sums out in the hands of manufacturing houses until the returns can be received from the manufactured product put upon the market. When our bankers are better schooled in these lines than they are now, manufactures will receive more encouragement and will be furnished more money at cheaper interest. I understand it to be the rule that few factories can succeed without sometimes borrowing for short periods considerable sums of money needed beyond their invested capital. Such enterprises as I have already alluded to add greatly to the increment which comes from invested capital, employ and make productive labor that would otherwise remain idle, afford investment and bring good returns for idle capital, and foster at large a spirit of enterprise that bodes nothing but good for the country. The manufacturing idea is one of slow growth. It does not spring spontaneously up, at least into a healthy growth, but it develops by successful enterprises, and for its healthy development must also be familiar with manufacturing failures. Our own banking institution does all in its power to encourage the idea herein advanced as far as it is possible to be done on the lines of safe banking.

Opportunities in the Piedmont.

C. M. Smith, president Merchants and Planters' Bank, Gaffney, S. C.:

Our town is situated in the Piedmont section of South Carolina, on the main line of the Southern Railway, between Charlotte, N. C., and Atlanta, Ga., 55 miles south of Charlotte. We have a population of about 6000 people, three cotton mills, weaving; one cotton-yarn mill, all doing well and making money; one foundry, one cottonseed-oil mill, ice plant, lime works, six churches, four denominations; good system of graded schools, Limestone Female College, one of the best female colleges in the country; water-works and electric-light plant owned by the town, water as pure as can be, being derived from deep wells drilled to a depth of 555 feet through solid rock.

Broad river, a stream of considerable importance, being one of the tributaries of the Congaree, lies within four miles of the town. On this stream are numerous sites for the development of water-power. The Electric Manufacturing & Power Co., composed principally of Pittsburg people, are building on this stream a hydro-electric plant. This plant will cost in the neighborhood of \$1,000,000, and it is situated five miles north of this town. It will furnish electric power to manufacturing plants and for lighting purposes, railways, etc., in the surrounding territory. This company also owns other sites which will be developed. The power plant now under construction is expected to be finished and ready for business not later than September 1, 1907. The Southern Power Co. is also erecting a similar plant about eight miles from this town, and they expect to have their plant in operation in the course of a year.

With this assurance of abundant cheap power we are not dependent upon coal or wood; consequently, strikes at the

mines or delays by the railroads can do us no harm; and the manufacturers here or those contemplating locating here can rest assured that they will have their power 365 days in the year.

Lying in the Piedmont district the location is extremely healthful. As to the natural resources, there is an abundance of good clay from which to manufacture the finest brick for building and decorative purposes. There is considerable iron ore, lime deposits and graphite, all of which could be worked with proper plants and made to pay a good return on the investment. There are large quantities of good building stone which could be quarried and put on the market.

There is an abundance of good timber, pine, oak, hickory, etc., making a good opening for saw and planing mills, box factories, furniture factories, etc.

Very little truck farming is done in this locality, but with the proper cultivation and care there is a splendid opening for truck gardeners. Being on the main line of the Southern Railway, they are within a night's ride of Baltimore, Washington, Richmond and other Northern markets.

This locality offers splendid inducements for raising cattle, hogs and sheep. The winters are not severe, and with the proper cultivation good grazing could be had the year round and a ready market found in the above-mentioned cities. Land in this section can be had at very reasonable prices.

Having four large cotton mills, all of them manufacturing cotton goods, this town would be an ideal location for such manufacturers as use the product of these mills—shirt manufacturers, manufacturers of ladies' dresses, underwear, etc. Such manufacturers would find this an excellent location, the cost of labor being much less than in Eastern localities, as well as the cost of living. Manufacturers of these classes of goods located here could put their products on the market at much less cost than their Northern and Eastern competitors.

The writer will gladly correspond with anyone wishing further and more specific information regarding our town and section.

Persons of Small Means Should Avoid Speculation.

John H. Frye, president Traders' National Bank, Birmingham, Ala.:

In my judgment, it is desirable for persons of small means to avoid all speculative ventures, whether these be located at home or abroad. The first most desirable investment for surplus funds of wage-earners is an investment in homes. Next to this, real estate; after that, bonds of industrial concerns located in the community in which the investor lives are a desirable purchase.

Investments in Local Securities.

C. A. Johnston, president First State Bank, Columbus, Miss.:

"How shall the South invest its increasing wealth to the best advantage?"

Each community should invest in home enterprise, city or county bonds of its own State. Heretofore bonds and stocks of some of the railroad companies of the United States have been considered a good and safe investment, where the funds of women, children or a trust fund might be put, but the revelations made before the Interstate Commerce Commission show the uncertainty and unsafety of such and the utter helplessness of the small investor. There is not a railroad bond or stock in the United States today that it would be safe to put a trust fund into. Nor should any probate court approve such investment of the funds of an estate. Indeed, the robbery of railroad companies under the guise of "financing" has certainly put every railroad obligation out of the ques-

tion for the prudent investor or banker. They belong in the "stock exchange," and the South should let them severely alone. Ill-gotten wealth has become so strong, so predatory, as to defy public sentiment and intimidate public prosecutors; has taught the venal or coward judge to differentiate stealing and robbery. Restitution is never dreamed of, the penitentiary never dreaded. All minor officials are dogged with detectives, all accounts audited or overhauled outside the company. It is a marvel the petty officer don't steal the roadbed.

Invest in local enterprises owned and managed by competent and honest local men of good judgment. There are plenty of this kind in each community; "by their works shall ye know them." If it be a manufacturing concern (1) it should manufacture from raw material at hand; (2) it should be sure of a market for its product and consent first obtained of the local railroad to distribute its product at a reasonable rate. Don't depend upon getting a rate from a "railroad commission," except in Texas. (3) The enterprise should have abundant working capital to carry its pay-roll, supplies and product. The cause of failure nine times out of ten is inadequate working capital. To illustrate, locally there is a mill making yarns and cotton goods; it is owned here, managed by a good business man, but without experience as a mill man. It is a success, making good dividends for its stockholders. A cotton-oil mill, owned and managed locally. The manager had no experience as such, but he was honest, industrious and level-headed, and when it was found that the concern was shy of working capital its stockholders got together, issued bonds for all the money needed, went down in their own pockets and took the issue at par, not "at 65," but 100, and today the mill is running full time and everybody happy. There are others. In time there will be still more like them.

Locally a "sure-enough" railroad is needed, one that will run its passenger trains to make close connections; that will furnish cars to do the business in hand. A local man will develop after awhile with industry, integrity and common sense whom the community will trust. He will build it with local money, its stock will be a good investment, as the people will own it and patronize it.

By all means the South should invest its money at home, keep away from every United States railroad stock, bond or note, as the high-roller railroad president and his Robin Hood coterie of directors will in time wash out all the worth they ever contained. Investments in home enterprises, home city and county and State bonds keep the money at home. Whatever comes then, success or failure, the money stays; sent to Wall Street it becomes an angel.

The outlook at this city is excellent. The surrounding fields are fairly well supplied with labor; all local enterprises, with one or two exceptions, are running full time and making good returns; the banks "full of money," lending freely at 6 to 8 per cent.; merchants have all last year's accounts collected and money in bank. Indeed, everybody is sober, industrious and happy, for this is a "home town," where everything in it practically is owned and operated by home people. Keep your money at home.

Would Welcome Manufacturers and Farmers.

E. W. Pickens, cashier Bank of Goodman, Goodman, Miss.:

We are essentially an agricultural community, and have no factories of any kind. We would welcome the establishment of

factories in our midst. We are located on the main line of the Illinois Central Railroad, surrounded by a territory of fairly good soil for the production of cotton, corn and truck of every description. Our lands can be brought to a high state of cultivation. We are growing successfully in a small way Louisiana sugar-cane and supplying the local market with an exceptionally good grade of syrup.

In addition to factories, we would welcome the coming of thrifty Western farmers. We have considerable idle land that can be developed and made to yield remunerative crops.

I consider your journal has a wide field of usefulness, and that you are directing your efforts in a most intelligent and beneficial manner.

WACO, THE CITY BEAUTIFUL.

A Texan City of Progress and Prosperity.

[Special Cor. Manufacturers' Record.]

Waco, Texas, March 8.

Waco, the beautiful and progressive, the seat of McLennan county, is almost in the center of the Empire State of Texas. It derives its name from the Indian village which was founded at the present site by a tribe of Indians known as the Wacos, about a century ago. Until a half century ago the country around the city was roamed by buffalo and antelope, and the red man pursued them in quest of meats. A little more than a half century ago the white man took possession of the country, and the Indian village known as W-A-K-O was used as a site for building a city. The change has been almost as if by magic. The Indian village of 50 years ago is now one of the most metropolitan cities in the South and is growing in leaps and bounds. It now has a population of 35,000. Its business men and citizens are numbered among the prominent people of the South both commercially and socially, and it boasts of some of the strongest financial institutions of the State, as well as a number of the largest wholesale and retail establishments in the great Southwest. It is a city of splendid realities, with 100 factories within its limits. The first large furniture factory has just been located in the city, and when completed will mean an outlay of over \$250,000. Others are coming in, and Waco is determined to become the leading manufacturing center of Texas.

Waco is the home of Baylor University, with an attendance of from 800 to 1000 students annually. The property of this great institution is valued at \$3,500,000. The Texas Christian University, owned and controlled by the Christian denominations of Texas, has property here worth \$500,000, and the annual attendance is from 600 to 800. Both of these institutions have large and spacious buildings, and are attracting attention throughout the South. Besides these, she has the St. Basils College and Academy of the Sacred Heart for girls, three prosperous business colleges and a fine public educational system.

An idea of the progress of the city is given by the fact that more than \$3,000,000 have been expended in Waco during the past three years, and considerably over \$1,000,000 of construction work is now in progress in the city and fully as much more already in sight. Waco is supplied with artesian water supply, and this to a very large extent accounts for the fact that the annual death-rate, according to the last report made by the city Board of Health, is 7 for each 1000 inhabitants. The city is a railroad center, and has 12 railroad outlets, with 38 passenger trains per day. It has direct connections with all the trunk lines throughout the State,

and though Texas is considered as sparsely settled, yet 2,000,000 people can reach Waco in five hours by railroad time. The volume of business transacted in Waco exceeds \$53,000,000. There is more than \$3,500,000 invested in manufacturing enterprises, the annual products of these enterprises being nearly \$5,000,000. The most important articles manufactured today in Waco are woolen goods, iron, furniture of all kinds, store fixtures, flour, meal, wagons, carriages, harness and other product where the raw material abounds so plentifully.

Waco is located on the Brazos river, properly known as the Mississippi of Texas. In a very few years Waco will be the head of navigation of the Brazos river. The work of making the river a navigable stream having been completed more than one-half the distance from the Gulf of Mexico to Waco, Congress has already recognized the feasibility of making the stream navigable the entire distance to Waco, and the work of making the river navigable and securing deep water is being pushed forward as rapidly as possible. As soon as the channel of the river is deepened to Waco this city becomes one of the most important cities in Texas from a manufacturing and commercial standpoint. This will probably be accomplished within the next five years. Says Mayor Jos. B. Baker, in fact the father and indefatigable worker for his people of this great waterway: "By improving the Brazos river so as to make it navigable to Waco the reduction in freight rates alone on cotton would amount to about \$2,000,000 per annum, and a corresponding reduction on other articles necessarily resulting from the improvement of the river would amount in addition thereto to \$1,000,000, making a saving in transportation alone of \$3,000,000 to the people of Texas in one year upon the commerce of the valley." Again further speaking of the great advantage resulting from this waterway, James B. Carter, the warhorse of progress and advancement of his city and State, a man of force and nerve and merit, says: "In behalf of the Brazos river, the importance of the project will bear the closest investigation. Forty counties, averaging 30 miles square, are located partly or wholly within the zone of 60 miles on either side of the river, extending 60 miles north of Waco. This area embraces 30,000 square miles, or approximately 200,000,000 acres of most fertile land. In 1904 there was produced upon this vast territory 1,250,000 bales of cotton directly tributary to the Brazos river. In 1899 in 13 counties lying between the town of old Washington, in Washington county, and the mouth of the Brazos river, its agricultural and farming products alone amounted to \$26,082,881. In the same year, 1899, there was produced and shipped out of the counties bordering the Brazos river between old Washington and the city of Waco agricultural and farming products amounting to \$75,710,516. We shall have this great waterway completed within five years, for the reason that the people of this section need it—it is a public necessity—the people have spoken, and I have full faith in the common sense of our representatives in Congress that they will see the public utility of the measure, and consequently it is only a matter of time when we shall reach the Gulf of Mexico by deep water."

McLennan county, which surrounds this beautiful and progressive city, sends to the markets of the world annually more than 100,000 bales of cotton, a heavy tonnage of cereals, fat cattle, hogs, mutton, wool, hides and tallow, besides hundreds of carloads of fruits and vegetables. Its water-course is fringed with oak, pecan, hickory, cottonwood and all other indigenous trees,

and it has white and red oak, cedar breaks, forests of oak, elm and elder and other valuable trees, such as the mesquite hickory, cottonwood and post oak. There are more than 5000 farms in the county, and the live-stock interests are valued at more than \$2,500,000. The value of the farm products other than that consumed by the live-stock is \$3,500,000. Improved land in McLennan county is worth from \$10 to \$100 per acre, unimproved land from \$5 to \$50 per acre.

The rapidity of Waco's growth is due to a number of causes—her location, her accessibility, her splendid citizenship, her educational institutions, her delightful and salubrious climate, great health record, her manufacturing enterprises, her splendid churches and the moral tone of her people, the resources of the surrounding country and many other reasons.

Waco needs more manufacturing establishments. She needs to keep within her own city limits the raw material ready to be made up into various products, instead of sending it away to be manufactured and sent back at a ruinous profit. There is a special demand for a large cotton mill in Waco at this very moment, also an electric-light plant, a large hotel, a chair factory, iron foundry, canning factory, and, in fact, any manufacturing enterprise will be welcome in Waco, and will be given the loyal support of the citizens and the surrounding territory.

The Waco Business Men's Club, secretary Homer D. Wade, was organized in May, 1890, and has been a potential force in the upbuilding of Waco. Secretary Wade is a dynamo of red corpuscles, and is a doer of things. He does not believe in waiting for things, but goes right out and strikes the spirit-level of activity. When he gets at the level of the progressive business man he begins his campaign, and in a short time he has accomplished his purpose, always for the good and prosperity of the city; hence the Business Men's Club of Waco is looked upon as the force and factor in her splendid growth and advancement.

One of the most prosperous farms ever visited by your correspondent was that of J. E. Horne, about four miles from the city. It is the ideal show farm of the whole county, embracing over 1800 acres of the most alluvial and rich land in the State. It is under a state of high cultivation. Over three crops of alfalfa gathered last year, netting over \$28,000 clear profit, and this with but a small portion of the land devoted to alfalfa. Mr. Horne is of the new school of farmers. He believes in diversified crops. Cotton, rye, wheat, corn, alfalfa, hogs, poultry, sheep and cattle, early vegetables for market, berries of all kinds and a dairy farm challenging the best in Chester county, Pennsylvania. Your correspondent was shown exceptional courtesy by this broad-minded, practical and withal successful farmer, who makes every foot of land pay and whose ideal farm is a practical school for diversified and successful farming. Indeed, J. E. Horne is of his native soil, close to the earth, a type of the old school gentleman, a splendid specimen of that race who also are now so few, but whose manners and customs and knightly manners have left their impress on our age.

Messrs. Moore & Moore, one of the largest and most reputable real-estate firms, are to be consulted regarding realties in this city and surrounding country. What "Bart" Moore knows of Waco, its past, present and future, is well worth knowing, and he is a man to be consulted regarding the city's real-estate market in all of its ramifications. They are especially prepared to give attention to the interests of prospective buyers and non-residents as well.

ALEXANDER HELPER.

MADE IN LOUISVILLE.**Exposition of the Kentucky City's
Manifold Industries.**

[Special Cor. Manufacturers' Record.]
Louisville, Ky., March 11.

Next Monday the Greater Louisville Exposition will be opened. It will last till March 30. Outside the very interesting display the United States Government will make, everything else shown will be of home manufacture. The immense armory of the First Regiment will be well filled with these "made in Louisville" products, and for the first time in the history of the country, it is stated, there will be a pretentious and really notable industrial exposition devoted entirely to the industries of the city in which it is held. As far as possible it will be a "live" exposition, and many of the best lines of industry will show processes of manufacture. Assurances are ample that Louisville's rapid advance as an industrial center will be exemplified in a remarkable manner, and in a way that will attract wide attention to the advantages the city offers for a much larger industrial and commercial expansion.

With a present population of over a quarter of a million, with a large labor population to rely on, with a level area adapted to almost unlimited increase in manufacturing enterprises, with river and rail transportation facilities of the finest class, and with a location which has earned for the city the name of "the nation's thoroughfare," Louisville is beginning to reach a realization of the industrial possibilities which are before her, and this exposition is an expression of the faith her people have in the destiny of the place. Having already achieved a gratifying measure of success, having shaped conditions so that the thought and trend of the city is in the direction of a utilization of possibilities, and being famous for generations as a city of distinct and decided charm, Louisville is making a forward march which puts her well in the front rank of Southern cities that are doing things.

Indications are that the cities of the Ohio valley are in general waking up to the industrial possibilities before them. All the way from the beginning of the Ohio at Pittsburg there are busy industrial centers, large and small, which are taking on new life and ambition, and what is occurring at Louisville in the way of an awakened public spirit is to be found at Cincinnati and at almost every other Ohio valley city on both banks of the river. Ironton, Ashland, Huntington, all of these, and others, are beginning to realize that a very important degree of growth can be inaugurated if present opportunities are seized upon, and there is evidenced a determination to take advantage of the great Southern development now under way as never before. The Ohio valley is so largely tributary to the South and so vitally affected by Southern conditions that it has become readily apparent that only a reaching out on the part of these cities is needed to secure a measure of industrial and commercial development greater than has ever been possible heretofore.

In many ways Louisville is progressing along remarkable lines. Her commercial organizations are unique, her Commercial Club, which is responsible for the Greater Louisville Exposition, as it was for the Kentucky Homecoming Week of last year, having the most phenomenal membership of any similar organization anywhere. With 2500 names on its rolls, a welding of the people of Louisville is effected that is well-nigh all-powerful for the success of any measure looking to the well-being and advancement of the place.

Without doubt, of the very first impor-

tance in the business and industrial expansion of Louisville within recent years have also been the business administrations of business Mayors. Under Mayors Grainger and Barth all the power of the dominant political organization has been exerted in the direction of civic and municipal advancement, with the result that Louisville has a snap, a swing and a concerted forward movement never before known. The voting of \$4,000,000 worth of bonds last fall for sewer extensions is a conspicuous illustration of the influence exerted by these business Mayors. During the administration of Mayor Grainger the bond proposition was submitted to the voters on two different occasions, but although the proposition received a majority of the votes cast on each occasion, it failed of the required two-thirds majority. Under Mayor Paul C. Barth, elected in 1905, the project was again presented. The pioneer work done by Mayor Grainger was built upon, all the commercial organizations and the newspapers of the city were enlisted in behalf of the measure, and in November of last year the proposition was favorably voted upon.

Charles F. Grainger is a large manufacturer of iron products, and present Mayor Barth is also a very successful business man. In Kentucky, politics is frequently played for the political honor and glory of the officeholder alone, and it is inspiring to find men of important business affairs at the head of the State's metropolis. It is an example to be emulated by other municipalities in the South and elsewhere.

As a result of the policy of Mayor Grainger the street system of Louisville was largely extended, so that the city today has an enormous mileage of asphalt, granite and brick thoroughfares. These with the splendid system of parks Louisville possesses, make the city not only a place for the convenient transaction of business, but one of the most attractive home spots to be found. The park system is so divided that no matter in what section one may live, a charming breathing spot may be reached within a 10-minute ride on one of the best-equipped street-railway systems in the United States. Among other work he accomplished may be mentioned the reorganization of the police and fire departments, which were put upon a metropolitan basis.

Mayor Barth, who had long served in the upper branch of the city's legislative body, the Board of Aldermen, was in sympathy with the policies and work of Mayor Grainger, and has conspicuously furthered the city's interests. For the tax levy of 1906 he reduced the rate from \$1.86 to \$1.80, and yet saved out of the city's funds an amount sufficient to erect a City Hall annex which is to cost \$160,000. Since he came into office the lighting franchise of the city has been sold for \$100,150. The Oak-street subway, which has been agitated for years by the commercial organizations of the city, has also materialized under Mayor Barth, and will speedily be constructed at a cost of more than \$150,000. By this improvement a subgrade crossing of railway tracks will be provided that insures safety to the traveling public, opens a section of the city which has not heretofore been easy to reach and paves the way for a crosstown car line south of Broadway.

Louisville's progress and prosperity is given visual proof in the many new skyscrapers and business houses which have been started within the past two years. For the 12 months up to September 1, 1906, the buildings constructed represented an outlay of about \$5,500,000. In the list were 21 new factories.

Louisville is a rich city. The 17 banks and 4 trust companies have an aggregate

capital of \$10,000,000 and deposits of about \$50,000,000.

The coming exposition will give a remarkable demonstration of what Louisville has accomplished in an industrial way, and it will furnish an occasion for impressing on the public the opportunities for a much greater expansion. A tax exemption for five years is provided for new factories. The labor population of Louisville is so reliable that serious strikes never have occurred. Workingmen largely own their homes, and Louisville has no tenement-house district.

The list of Louisville's manufactories is already a long one. In some of the lines she occupies a premier position. That there is still room for a vast increase in the lines as well as the number the people of Louisville believe, and will attempt to demonstrate at the exposition to open next week.

ALBERT PHENIS.

SELLERS ARE INDIFFERENT.**No Weak Spot in the Birmingham....
Iron Market.**

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., March 11.

The amount of business concluded in iron the past week will not begin to compare in volume with that of the preceding week. There are two reasons for it. In the first place, the iron wanted is frequently not available at furnace hands, and in the second place, price-breakers so persistently decry values that a buyer dreads to go on record as showing his faith by his works and fears to stay out for that more convenient time when prices will be lower. The sellers in the meantime are indifferent. There isn't at this writing a single weak spot in the market. The slump in Wall Street in stocks is not mentioned in connection with iron. A few years ago it would have precipitated a panic.

There were some good buyers in the market, but only a few got any iron. The sales of last week left the impression that there were other aching voids to be filled, and sellers resisted efforts to lower values. It is quiet gossip that some sales were made with the understanding that any mention of them should be smothered. There is no change whatever in quotations. There are rumors of changes, but when run down the accused established the falsity of the charges. No. 2 foundry in lots, with some grace as to shipping date, went at \$22.50, and some No. 2 soft went at the same price, and some went at \$23, but none of it in significant amounts. They were limited by spot and nearby necessities. Some off basic iron had \$18.80 bid, but the firmness of seller secured \$19 for the lot of 2000 tons, delivery last half the year. There were sporadic sales of No. 2 foundry at \$24, and even at higher values. But the amounts were of no significance. Those sales were emergency orders. Some sales were registered at \$23.50. Some No. 3 foundry was sold at \$22, delivery in limited days, and sales were entered at \$22.50 for No. 2 foundry for second quarter delivery, and some 400 tons went at \$21.50. For third quarter one lot of 1000 tons of No. 2 foundry at \$18.50 was snapped up, while another lot of 2500 tons was taken at \$19 for last half the year. Another sale of 500 tons at \$19 was reported, delivery being last half.

Some gray forge was sold—200 tons—at \$19 for prompt shipment, and some at \$18.50 for the same delivery. This grade also sold at \$17.50, delivery last half year, to amount of several hundred tons. These prices, corresponding to those of recorded sales, don't show any let-down or weakness as compared with the immediate past. There is a prevalent feeling that there are several big holes to be filled in the second quarter requirements, and from whence

the iron is to come is a matter of keen interest. Not much of it can come from this district. Of the anticipated output of this district for the entire year, say 1,650,000 tons, there may be 30 per cent. of the last quarter not placed, and we have but gotten well into the year. For the nearer deliveries the proportion of available iron is much less than is estimated for the fourth quarter.

Now there is nothing in this presentation that is encouraging to the pessimist of prices. The feeling that iron is high enough, without regard to its statistical position, is the only argument against higher values. The pessimists overlook the fact that specifications amounting to nearly 200,000 tons of finished iron in various forms will be awarded next month, and a fair proportion of the requirements will demand nearby delivery. Then we will enter one of those acute periods in the iron world that makes a new record.

The cast-iron pipe works are hard run to keep in sight of their business. There is no scarcity of proffered business, but there is of cars to move it, and their yards are full of finished work that cannot be moved because of lack of cars. They do not like to refuse new business, and at the same time do not care to add uncomfortably to accumulated finished work. Prices as heretofore given are renewed, with the warning that they are approximate values:

Four and six-inch pipe is \$35.

Eight, 10 and 12-inch pipe is \$33.

Large sizes are \$31.

Extras are 3½ cents.

Scrap iron is omitted, as transactions are limited and prices are nominal.

Standard steel rails (new) are \$35, and 1000 tons sold at this price.

Light rails, eight pounds, are \$2; 12 pounds, \$1.95, and 16 pounds, \$1. Supply is much less than demand.

Since last letter an important change has been made in the personnel of the management of the Southern Steel Co. George H. Schuler has resigned as treasurer, and so far his place has not been filled. He retains an interest and remains a director. E. T. Schuler remains with the company, continuing in his position. With the retirement of George H. Schuler the company loses an official full of energy, persistence, aggressiveness and progressiveness. It is announced now that the company has set aside approximately \$1,000,000 to be expended in betterments and improvements at its plants, including its rod and nail mill, and for development of its various ore and coal mines, installing therein the latest improved aids to efficiency.

The Alabama Consolidated Coal & Iron Co. will, it is announced, expend \$100,000 in increments.

In mining, operations are unceasing. The Morris Mining Co., located on the Seaboard Air Line Railroad, has recently secured the building of a four-and-one-half-mile spur track to its mines. This means the rapid development of the property and an addition to the ore supply. The output of ore has been 500 tons, which it is anticipated will be increased within 12 months to 1000 tons per day. The good demand for both red and brown ore has stimulated effort in this direction. The scarcity of labor is a handicap to large output. The Morris mines yield a high grade of brown ore.

Coal and coke are still in the van, and are in satisfactory demand. Large contracts have lately been made with furnace interests for both coal and coke, the contracts extending over several months. This ensures steady operations. The contract prices are a sealed book.

The various industrial interests visited during the week gave every evidence of continuing prosperity. Their books

showed a register of orders that ensured activity until the summer solstice, and the only hard place that worries them is the difficulty in obtaining promptly their material to work up. This has reference to failure of railroads to promptly transport and deliver freight received, and brings to mind the car situation. There is yet a vast amount of dissatisfaction, and many assert that the relief so far is hardly perceptible. The railroads have made an impression, but it is in a very small ratio to the demands, and relief comes with a heavy step and slow gait. The railroads had a herculean task to master, and it is yet but just begun.

Hardie-Tynes Company reports this week orders for two heavy-duty Corliss engines 26x48 feet for two sawmills. One is located at Pensacola and the other at Columbus, Miss. Its miscellaneous business it reports as unusually heavy. One entire day the past week was spent in renewing acquaintance with North Birmingham. What is there to be seen, the transformation effected in a comparatively short period, brought to mind the astonishment that beset Rip Van Winkle upon his awakening from his sleep.

The Kilby Switch & Frog Co., though its newness has hardly worn off, finds that it is compelled to make additions to take care of business. It has accordingly increased its capital stock to \$150,000, and will double its capacity.

The Southern Pipe & Foundry Co. increased lately its capitalization by \$100,000, and it, too, increases its capacity in the same ratio.

Then the Southern Sewer Pipe Co. will erect an annex to double its capacity. All the materials, all the machinery necessary to carry out its plans have been contracted, and the work is to commence without delay. A new industry there in point of age is the Wood Fiber & Plaster Co. It determined to go slowly, and made no effort to reach out for business. But business has reached out for it, and its product is marketed from ocean to ocean, necessitating increased capacity in the near future. It is hard to realize that the old cow pasture has been transformed in such a short time into abodes of such varied industrial interests of such capacity, representing such energy, enterprise and success. Two factors worked in unison in building up this suburb, and they were brains and capital.

This progressiveness is not confined to any one locality. It is hard to keep up with the transformations taking place. I went into the hardware store of Wimberly-Thomas Company and asked Mr. Thomas to talk to me of the demand for builders' hardware in connection with quality and quantity. He threw up his hands and said: "In quality, the best; in quantity, the greatest we have ever had." The sale of builders' hardware is an index of the quality of buildings erected. Taking that as a guide to conclusion, one cannot say aught against the prospects that at present betoken a banner year in the building line for Birmingham. More and more outside money is constantly coming in seeking permanent investment. Confidence in the future of the district is established and on a solid basis.

J. M. K.

LOUISIANA WATERWAYS.

The State Interested in Two Canal Plans.

[Special Cor. Manufacturers' Record.]
New Orleans, La., March 9.

The rivers and harbors committee of the National Congress will meet in New Orleans March 25 and conduct a six days' session in this State looking into important waterways projects and improvements. The general interest felt in the coming session of this important body might be easily imagined when it is con-

sidered that Louisiana at the present time has two pet canal propositions that are occupying a great deal of attention throughout various sections of the State. One, that which has to do with the opening of the lower Atchafalaya river, is distinctly a Louisiana project, while the other, the proposed intercoastal canal from the Mississippi to the Rio Grande, is exciting very great interest throughout Texas. Both projects have been in process of development for some time, and the point has been reached where the favorable consideration of the national rivers and harbors committee is of the utmost importance.

There is little doubt that large delegations representing both schemes will see the rivers and harbors committee members while they are in session here. Appropriations for the two big schemes are very much desired, and the men who are behind both canal projects will do all they can to favorably impress the committee with their propositions.

As might be naturally supposed, the project which has as its object the opening of the lower Atchafalaya is the one which is attracting most attention in New Orleans and throughout this section. This is also the project which is the furthest advanced of the two. The Atchafalaya Bay Ship Channel Co., organized with an authorized capital of \$150,000 and made up of representative business men living in the territory bordering on the lower Atchafalaya, has already gone so far as to make a tentative contract for the dredging of a 14-foot channel from Morgan City to the Gulf of Mexico. The company has decided to raise the \$150,000 which will be necessary to pay for this dredging work, and is now working on plans to secure the loan of this money from banking institutions of the State. In order to repay the amount it is planned that a voluntary tax shall be paid by the shippers on vessels using the new waterway. The Bowers Southern Dredging Co. will very probably do the work. This company has already agreed to take a \$150,000 contract to complete a channel that will extend from the 14-foot contour near the mouth of the Atchafalaya river through Point Au Fer reef to the 14-foot contour just outside the reef. The channel will be 11 miles and 3600 feet in length, 100 feet wide at the bottom and 14 feet deep at mean low tide throughout.

While a channel 100 feet wide and 14 feet deep will do no more than relieve the congested condition of commerce of that section of the country affected, the example of its easy accomplishment at the cost of so small a sum will, it is said, bring the matter forcibly to the attention of the National Government and will call for some consideration on the part of the latter. The result it is hoped to accomplish will be the establishing of a harbor at Morgan City and Berwick that will be second to only one in Louisiana, that one, of course, being the harbor at New Orleans. With the necessary aid from the Government a channel with a minimum depth of 30 to 35 feet can be provided and will open Morgan City and Berwick to some of the largest ships now operating out of Southern ports. The object of the Atchafalaya Bay Ship Channel Co. is to dredge the 14-foot channel just to demonstrate what can be done. After this has been accomplished the company and the men interested in the scheme will go to the National Congress with a definite result. Then will come the demand for consideration for the Atchafalaya river project.

The arguments advanced in favor of the improvement of the lower Atchafalaya are simply these: Southwest Louisiana tributary to port it is hoped to develop produces today 300,000,000 feet of cypress

lumber, 300,000,000 pounds of sugar, one-quarter of the domestic supply of oil, one-third of the domestic supply of rice, one-half of the domestic supply of salt and three-quarters of the domestic supply of sulphur. A seaport at Berwick Bay will effect a saving of millions annually on shipments of these products. Three dollars per thousand on the lumber and three-sixteenths of a cent per pound on the sugar of Bayou Teche alone amounts to \$750,000.

Hence it can be easily understood why shippers of Southwest Louisiana are so vitally interested in the project. Their community has long since outgrown its transportation facilities, and something must be done. That is why the energetic citizens of Southwest Louisiana have organized the Atchafalaya Bay Ship Channel Co. with a view to digging the 14-foot channel from Berwick Bay to the Gulf. Their delegation before the rivers and harbors committee will be a strong one, and the object of this delegation's visit will be to pave the way for a 35-foot channel from Berwick Bay to the Gulf and for the creation of a new port in Louisiana and the South.

Though it is slightly related to the Atchafalaya river proposition, the intercoastal canal is an entirely different project. It has as its object the dredging of an intercoastal canal from Donaldsonville, La., to Brownsville, Texas, connecting the Mississippi with the Rio Grande by a route that may be used by vessels of light draft which are at present barred from participation in trade between these points because they are not built for ocean service. The plans for this canal do not contemplate dredging the entire route, but simply the connecting up of natural bodies of water that will give a continuous water route from the Mississippi to the Rio Grande. Under this plan dredging will be required only on about one-third of the 800 miles length of the canal. This waterway, when constructed, will open light-draft navigation for thousands of miles from the navigable sources of the Mississippi river and all of its tributaries to and along the rivers of Texas and Louisiana flowing into the Gulf; will connect at Brownsville with a similar waterway that may be constructed along the Mexican coast, facilitating trade with Mexico, and will, it is argued, offer extraordinary service in coast defence during time of war. Four million dollars is the sum, roughly estimated, that will be required to completely open this waterway and connect it with navigable rivers and bayous throughout Louisiana and Texas. Immense tracts of virgin country that will be readily accessible for very desirable settlement and most productive cultivation will be opened by this proposed canal, the line of which will lie just inside the line of the Gulf of Mexico, its waters being divided from the waters of the Gulf at points by only narrow strips of land. Louisiana is giving evidence of considerable interest in this project, and Texas whose territory will be affected are also much concerned over the future of the big enterprise. Every argument that can be advanced in its favor will be made before the rivers and harbors committee, and it is hoped to send that body of lawmakers home with a definite idea of the greatness of the undertaking.

EASTERN KENTUCKY COAL.

Big Undertaking in Pike and Adjoining Counties.

[Special Cor. Manufacturers' Record.]
Pikeville, Ky., March 11.

Since the opening of the vast coking-coal fields of Pike and adjoining counties two years ago by the Chesapeake & Ohio extension up the valley of the Big Sandy river industrial developments on a large

scale have followed, and deals in coal and timber lands involving thousands of dollars have been of such frequent occurrence as to attract only passing comment. Eastern and Northern corporations with millions of dollars of backing have secured hundreds of thousands of acres in the heart of the coal fields, and some of the largest mining plants in the South are now being installed in the sections where transportation facilities make industrial developments possible.

In Pike county, the largest county in Kentucky, a number of large mining operations are being started. Up the valley of Marrowbone creek a short railroad has been extended out from the Chesapeake & Ohio Railroad, and along this extension 10 operations will soon be under way. The Greenough Coal & Coke Co. and the Pike Coal & Coke Co., capitalized at \$100,000 each, plan to mine and ship 250,000 tons each per year when developments are fully under way. The upper and lower Elkhorn seams are being developed, and it is the intention of the companies to build a large number of coke ovens, for which the coal is excellently adapted. The territory entered by the Marrowbone Creek Railroad is owned by the Big Sandy Company of Boston, a \$10,000,000 corporation.

At several points along the main C. & O. extension mines are being opened, and an immense tonnage will come down the Big Sandy river valley when developments in Pike and adjoining counties are more extended in scope. The Chesapeake & Ohio line merely taps the field. To reach the finest deposits lateral railroads are being extended up the narrow creek valleys, and in a country so difficult of access the overcoming of natural obstacles requires time.

Besides the investments of the Big Sandy Company, which owns nearly 200,000 acres of coal lands, are those of the Northern Coal & Coke Co., a \$10,000,000 corporation which has secured nearly 300,000 acres of coal territory in Pike, Johnson and other counties of Eastern Kentucky. The North American Company, in which J. P. Morgan is the central figure, also has large holdings in this section and will carry out some vast projects.

An organization of the past week is the Thekla Coal Co., a \$100,000 corporation composed of Kentucky capitalists. Mining will be carried on in Johnson county, adjoining Pike. Mr. John C. C. Mayo of Paintsville is the moving factor in this concern.

The construction of the South & Western Railway is being pushed with all possible speed on the Virginia side. This is the line which will give a southern outlet to the Eastern Kentucky coal fields, and men prominent in the railroad affairs of the country are behind the undertaking.

Beginning at a connection with the Chesapeake & Ohio's Big Sandy division through the Breaks of the Sandy, a few miles from this town, the South & Western is being constructed across Southwestern Virginia, Eastern Tennessee, North Carolina into South Carolina, where a seaboard connection will be made. Three hundred miles will be the total length of this line, and 50 per cent. is now completed. The total cost of construction is placed at \$40,000,000, the projectors sparing no expense in making the line fully adapted to meet the requirements of the vast coal movements which will take place toward the South with its completion. The completion of this line will mean the development of more than 500,000 acres of coal land now inaccessible on the Virginia side. The primary object in its construction, however, is to furnish a Southern outlet for the coal of this section.

Across the Kentucky line in Virginia several thousand men are now grading and

laying track for the South & Western Railroad. At Clinchport a tunnel nearly a mile in length is being bored, and near Mariou, S. C., a long tunnel is under way. The work through the Breaks of the Sandy into Kentucky will be taken up at once and within 18 months, it is believed, the entire line will be complete and ready for business.

Besides the Chesapeake & Ohio and South & Western, other companies are gradually reaching out for a slice of the coal fields of this region. The Lexington & Eastern Railroad Co., which extends from Lexington into Breathitt county, is making surveys for a further extension into the Pound Gap region of Letcher county, south of here. Rights of way are being secured over the distance covered by surveys, and the building of the line is no longer a matter of doubt.

The Southern Railway system now has surveyors in the Pound Gap field, and it is believed that system has the construction of a line in view to begin at Middlesboro, near the Kentucky-Tennessee-Virginia meeting-point, and to proceed through Harlan county to the Letcher county coal fields. Several years ago a survey from Middlesboro into Harlan county was made by this company and rights of way for the greater part of the distance were secured.

The Harlan county field contains the Elkhorn veins of coal, which are so much sought by the investors in this field. Most of the coal measures of Harlan and Letcher counties are continuations of the measures of Pike county.

Active operations on the "Kentucky North & South Railway" will begin within a few days, with the beginning of surveys. The projectors of this line plan to build from Portsmouth, on the Ohio river, through the Eastern Kentucky fields to Charleston, S. C., via the Pound Gap region. The projectors of the road are Ohio and Pennsylvania capitalists who have extensive coal holdings which would be opened for development by the construction of the line as planned.

W. S. HUDSON.

DISCOURAGING MILL INTERESTS.

Anti-Corporation Proclivities of Carolina Legislators.

[Special Cor. Manufacturers' Record.]
Greenville, S. C., March 9.

The year 1906 was marked by unusual activity among the cotton-mill men of this State, and was fruitful of the most satisfactory results for them. From it an impetus was gained for the new year now well on its way, to which all looked forward with expectation of still greater things. The successful inauguration by the State Department of Agriculture, Commerce and Immigration of a system assuring a desirable class of aliens gave promise of ultimate relief from inadequate labor supply and its perplexities. Organization among themselves had brought about the South Carolina Cotton Manufacturers' Association for the most intelligent and harmonious consideration of matters pertaining to a common welfare. Adjustments had been arranged, through careful forethought and constant study, for market conditions likely to arise, together with the publication abroad of a voluntary acquiescence to what were deemed just demands of society regarding the hours of work in mills and child labor. The most cordial and gratifying relations existed between the millowner and the mill operative. Yet with all this, and in spite of it, there has come upon the mill interests a sudden dampening of ardor and a relegation to the background, for the present at least, of whatever might have been contemplated for this year in the way of expansion, enlargement or improvement.

Inquiry into the causes of the change above noted develops the fact that the dis-

couraging influence at work lies at the door of the Legislature of this State, which appeared in the session just ended to have been imbued with anti-corporation proclivities of the most pronounced type. Child labor and shorter hours of work, coupled with class legislation regarding compulsory education among mill operatives, were the slogans. The first two proved to be winning war cries. The last was so far successful as to have been left as an heritage upon the calendar for contemplation at the session of next year.

The millowners of South Carolina, so far from being antagonistic to child-labor reforms or the shortening of hours of labor, have placed themselves on record as being heartily in sympathy with both of these things. That they believe in education is true, they declare, to an extent that has prompted them to contribute to schools that run for more months in the year than the public schools and with better equipment. Of this more later. In the matter of the employment of children under 12 years of age, the present legal limit, there is, it is maintained, a difficulty that the millowners have sought conscientiously to have removed. This difficulty is described in a few words. No birth record is required in this State, nor is such record kept. Nor are marriages recorded. Lacking proof that children are under age, and also the assistance that might naturally be expected from the State, failure to comply with legal restrictions is not only probable, but, unfortunately, most likely to occur in spite of efforts actuated both by conscience and by desire to execute the law. As yet the Legislature has not seen fit to enact a birth-recording law. Until it does so, and thereby in a measure renders child-labor enactments possible of intelligent and thorough observance, it is held that no laws prescribing the age at which children may be eligible for employment in the mills can bear satisfactory results. It is now proposed to raise the limit to 14 years of age, a matter which in time would meet with the approval of millowners, but which, under the present inconsistent state of affairs, appears to promise nothing more than additional embarrassment.

Last year the South Carolina Cotton Manufacturers' Association, comprising 110 of the mills of this State and practically all of the spindles, believing that the time had come when they could with safety agree upon a reduction of working hours, decided that on July 1, 1906, the hours should be reduced to 64 per week, two hours less than the law now requires as a minimum. On July 1, 1908, the hours were to be still further reduced to 62 hours per week, and on July 1, 1910, another reduction, bringing the number of working hours per week to 60. This gradual lessening of work hours was to be inaugurated without affecting the pay of the employees. It was noted at the time that operatives generally were satisfied with the arrangement, and also that employees have at all times contended against shorter hours as long as less work meant less pay. The last Legislature has, however, enacted that beginning July 1, 1907, the hours of work shall be 62 per week, and that upon January 1, 1908, a further reduction to 60 per week shall become effective. A compromise of the millowners offering to have a reduction to 62 hours take place January 1, 1908, and another to 60 hours on January 1, 1909, was not received with favor. The above decision of the General Assembly stands.

It is held that the assertion that mill operatives have been overburdened cannot be successfully maintained. It is pointed out that only three of the 110 mills belonging to the South Carolina Cotton Manufacturers' Association find it necessary to

work at night. These three are spinning mills, and the night work in them is confined to the twisting-rooms alone, where children are not employed. Nine hours is the rule in these rooms for night work, while the pay is for a full day.

The next session of the Legislature will fall heir to the compulsory education bill above referred to. This bill provides that no child under 14 years of age shall work in a mill while the school in the district in which the mill is located remains open. This is regarded as a most wonderfully contrived act. The average public school, outside the cities and towns, runs several months less per year than the schools operated by the mills. The result of such legislation would mean, were the millowners so disposed, either the closing of mill schools altogether or the operation of them only during those months that the other schools are open. What this would mean may be realized when it is known that not only do many of the mills operate schools at their own expense, in buildings erected and maintained by themselves, and for eight or nine months in the year, but that very nearly \$90,000 has been spent by the mills in school buildings and equipment, and that the annual cost to them is about \$40,000. Recent estimates placed the number of children attending these schools at about 8000, some of them being regularly paid for being able to show that they have not missed a day at school.

The cotton-mill industry in this State, and in the entire South, has been so rapid and the growth so great that the question of labor and its stability has been serious. In South Carolina the efforts of millowners to improve conditions have been unceasing, from reasons of business interest as well as those prompted by humanity. They have recognized that any expenditure or measure tending to insure the contentment of employees already at work for them and to attract others to their payrolls was worthy of their attention. The consequence has been, it is claimed, that the raw help drawn from the rural districts is not to be compared in character or appearance today with what its character, appearance or real condition was a few years ago. The metamorphosis is described as having been gradual but natural and resultant from the laws of cause and effect. That this help should be ideal either in capability to produce or in social condition, or that the millowners could at once create the best of brick with such limited and inefficient straw at their command was not to be expected by those in touch with the problems confronting both employer and employee. What has been done has been brought about by earnest study and singleness of purpose on the part of the employer and by the ready acquiescence of the employee. The above will show the cause of the discouragement on the part of the mill interests of South Carolina today. The year 1907 will not fall short in the matter of production or of reasonable profit, but it may be anticipated, from what can be learned, that it will not be remarkable from the standpoint of new industries of this character or the expansion of those already here. The anti-corporation fever affecting legislative bodies all over the country is thought to be well exemplified in the spirit evidenced by the General Assembly of this State. Yet when all is said it cannot be that even this ill wind will blow no good, for the fever must wear itself out, eventually leaving the body politic to right itself under the care of a people whose eyes have been opened and to whom knowledge has come.

JOHN WOOD.

The next annual convention of the Interstate Cottonseed Crushers' Association will be held at the Jamestown Exposition, Virginia, May 21-24.

Kentucky Oil Field.

[Special Cor. Manufacturers' Record.]
Barboursville, Ky., March 11.

The Standard Oil Co. last Saturday announced an advance in the price of each grade of Kentucky crude oil, two cents per barrel being added to both the Somerset and Ragland grades. The prices on the respective grades are now 80 and 62 cents per barrel. The late advance is the second within a month, the total increase being four cents per barrel. The indications for further advances are excellent, and the situation is such as to greatly encourage oil operators in the Kentucky fields. With a little more margin of profit operators will push development work into sections where drilling was a source of loss rather than of profit under conditions prevailing during the winter, the low price of oil, combined with the heavier expenses of winter operations, discouraging any attempt at a thorough test of leases.

Although exact figures are not available, there are probably now 100 rigs engaged in the developed and untested fields of Kentucky. The greater part are in the nine established fields, of which Wolfe and Wayne counties are the most important. In these divisions 10 strikes were made the first week of March. On the Tennessee side there are not over half a dozen rigs at work, only three counties of that State commanding any attention.

The advance in the crude-oil prices will stimulate interest in partly-developed fields. Clinton and Scott counties are the most important of the divisions which do not yet have marketing facilities, and in each division strikes are frequently made. A new company entered the Clinton county field this week. It is an association of Albany (Ky.) men, and includes W. L. Perkins, J. G. Long, S. G. Smith and E. Bertram. Extended tests will be made. The Indian Refining Co., Georgetown, Ky., is leading in development work in Scott county. This concern is also a purchaser of both grades of Kentucky crude oil.

W. S. HUDSON.

The Economical and Successful Management of Cotton Mills. By Henry D. Martin, general superintendent of the Lancaster Mills, Clinton, Mass. Illustrated. Published by the author.

Believing that more time and study should be devoted to the economical problems of cotton-mill management, the author has assembled in permanent form various articles, which he has written from time to time for a number of trade journals, bearing on this subject. The author, being himself a practical mill man, has handled his subject in an interesting strain of a series of practical talks on various phases of this important industry, showing different rules and methods whereby an executive in any capacity may post himself more clearly in regard to his business and learn more perfectly the duties of his assistants. The results emanating from a careful perusal of this work will tend to bring about a higher degree of economy and render the services of all employees more valuable to their principles. Although the volume is devoted particularly to the cotton industry, there are many points therein which will be found interesting and instructive to employers and employees alike in other industrial enterprises.

The Traders' National Bank of Birmingham, Ala., reports January 26, 1907, loans and discounts, \$228,657; total cash and bonds, \$563,096; capital stock, \$100,000; undivided profits, \$8113; total deposits, \$693,813; total resources, \$826,926. John H. Frye is president, O. E. Smith vice-president, Carl H. Seals cashier and John H. Miller attorney.

CURRENT EVENTS AS VIEWED BY OTHERS

RUFFLE IN FOREIGN IMMIGRATION TO THE SOUTH.

[Washington Post.]

Attorney-General Bonaparte has just submitted an opinion to the President to the effect that while the assisted South Carolina immigrants were entitled to admission into the United States, and were in this country legally, the new immigration act makes such immigration unlawful and renders such assisted immigrants liable to exclusion. In short, the plan of the South to induce immigration through organized agencies has been knocked into a cocked hat.

The Attorney-General has having rendered an opinion that these plans are contrary to law, the South is confronted anew with a most perplexing problem. Immigration must be attracted to those States if progress is to be made in agriculture and manufactures. The labor famine is acute. The solution of the race question depends largely upon the increase of the white population, and this increase cannot be expected from the North. The current of immigration does not flow normally to Southern ports. Apparently new methods must be evolved to meet the situation. It is unfortunate, from a practical standpoint, that the plan begun so auspiciously by South Carolina has been brought to a halt.

[Chicago Record-Herald.]

All that a State or a commissioner acting for it may do is to proclaim generally the advantages, opportunities and attractions offered within its boundaries to newcomers. There must be no specific promise of employment to individuals and no pecuniary assistance. If this be the law, the new act imposes no new hardship on the South, and the grounds for complaint disappear. It scarcely needs saying that the final interpretation of either act rests with the courts. Meantime the South can go on attracting desirable aliens by wide publicity of its scarcity of labor and chances of comfort and prosperity.

[New York Evening Post.]

Attorney-General Bonaparte's decision adverse to the methods adopted by the State of South Carolina to secure desirable immigrants will knock on the head a baker's dozen or more of as promising schemes as ever tantalized a region in need of labor. * * * It is a presumption in favor of the new ruling that, so far as we know, no one ever suggested that the law authorized the importation of labor by a State until the South Carolina authorities thought they had found a loophole. There will be a pretty general opinion, however, that if the South Carolina plan is not now legal it ought to be made so.

[Norfolk Virginian-Pilot.]

Should the opinion just rendered by Attorney-General Bonaparte to the effect that the South Carolina immigration plan is in violation of the contract labor laws of the United States be sustained by the courts, which, it is safe to say, will be invoked to pass upon the question, the Southern immigration movement will receive a serious setback and Southern development will be appreciably retarded. * * * The Southern States will be forced to turn their attention to deflecting immigration to this section after it has landed in the country. How barren of results that method is likely to be is only too abundantly demonstrated by former experience. Aliens arriving at New York

and other Northern ports come for the most part already booked for particular destinations, and to deflect them is well-nigh impossible. To secure settlers of the kind and in the quantities desired and imperatively needed in this section it is necessary to go to their home countries for them and to arrange for their transportation across the Atlantic.

Should the Attorney-General's construction of the existing statutes be upheld by the courts, it will be decidedly up to Congress to amend them. The matter is one in which not only the South but the whole country is materially interested. This section must have labor to develop its enormous and varied resources, and only by immigration can that labor be secured. To hamper that development by useless and unnecessary immigration laws is to retard the progress of national prosperity, for truly "the development of the South means the enrichment of the nation."

[Charlotte Observer.]

The provision that the State bureau of immigration cannot receive from individuals or corporations contributions to be used in the interest of the contributors is a stumbling-block which can be used to trip up the movement at will. Without such contributions little can be achieved, and unfriendly administrative authorities could halt the State at any time by professing to discern signs that preference is being shown in the distribution of immigrants. When it is recalled how bitterly the South's efforts to relieve its labor famine have been and are being fought by interests hostile to its industrial development, the mischief of placing such power in the hands of the political friends of these interests is sufficiently manifest. The fact that the immigrants brought to Charleston were distributed, so long as they lasted, to whoever applied for them did not prevent a terrible howl from resounding among the hills of New England. This is apart from the strong and, to us, convincing argument that the States should not only not be harassed in the manner proposed, but should actually be allowed to serve as agents of employers unable to find a sufficiency of labor in this country. The State would be guarantor to the General Government that neither would an undesirable class of immigrants be solicited nor the home labor market be depressed.

[Columbia State.]

The opinion of the Attorney-General of the United States that the South Carolina plan of introducing immigrants by paying their passage is illegal might not be sustained by the Supreme Court. We doubt the soundness of such interpretation of the law and Constitution, but it may not be considered worth while making the issue on this point. So much has been gained by the establishment of an immigration station at Charleston, with the assurance of a direct line of steamers between that city and a German port, that part of the immigration tide is bound to turn this way. * * * Further south, both at New Orleans and a Texas port, immigration stations will be built by authority of the Government, and with all of these States and influences working unitedly for a common purpose good results are assured.

Instead of paying the passage of immigrants, these States can devote particular attention to exploiting the South in Eu-

rope, through active and intelligent agents, and in a very short time the problem may be not to secure immigrants, but to select the best from those that wish to make the South their home. The decision by the legal department of the Government will have no effect upon the activity of Southern immigration departments. The good work will be carried forward. Immigrants pay their way, without solicitation, to New York. With solicitation and with ships plying direct they will pay their way to Charleston. South Carolina has already broken down the most serious barriers to immigration from Europe; with intelligent activity on the part of the other States there will be no further serious troubles.

[Atlanta Constitution.]

We had rather expected that obstacles of this kind would be placed in the way of the South's prospects in this immigration movement. There has appeared all along a sort of dog-in-the-manger act in the game which seems to be, now that other sections have got about all the immigrants they want, to shut out the South, in so far as it is possible to do so.

Nevertheless, Southern immigration commissioners, backed by the best business and agricultural interests of the South, will push ahead to success despite the active opposition that is confronting them at every point. We do not know what these opponents of the South's progress have to gain by their unseemly attitude, but there is little doubt, judging by the determination with which they have entered into it, that other obstacles will be forthcoming from the same sources, and we will probably have much more of the same sort of opposition to contend with this side of success.

But there is an energy and a determination also behind this movement to bring desirable immigrants to the South upon which we may well rely to overcome these obstacles and to get the people here in spite of them. The States of the South have gone into this on a business basis, and they do not intend to fail.

[New Orleans Times-Democrat.]

Assuming Mr. Bonaparte's opinion as to the intent of the new law is correct, it will be observed that the efforts of the State to secure suitable immigrants will in future be slightly restricted. They cannot offer such inducements in the way of transportation as South Carolina offered through her immigration commissioner. But their field of activity will be sufficiently wide, in spite of the terms of the new law. They can send their agents abroad, they can advertise their resources and emphasize the advantages offered to industrious persons of foreign nationality who are willing to come over. A campaign of that kind, conducted in a systematic manner, does not need reinforcement in the shape of pecuniary inducements, and that is the only campaign in which most of the States would probably have ever thought of indulging.

JAPANESE ENTERPRISE.

[Daily Consular Reports.]

Consul-General H. B. Miller of Yokohama, under date of January 12, reports that, according to the investigations made by the Tokio Shiojyo Koshinjo (Tokio Mercantile Agency), the number of new banks and companies which have finished registration since July, 1905, totaled 1873.

The capital of these concerns aggregate \$139,457,000, of which \$47,904,500 has so

far been paid up. Tokio takes the lead in the prefectures in which these enterprises are promoted, with a subscribed capital of \$102,457,500. The new banks and companies which have been formally organized or under project since July, 1905, altogether number 260, the amount of capital involved aggregating \$248,796,500. Classified they are as follows:

	No.	Capital.
Banks.....	3	\$750,000
Railways.....	12	14,825,000
Tramways, lightways, etc.....	11	4,337,500
Electric railways.....	52	55,825,000
Hydro-electric enterprises.....	31	27,375,000
Other electric enterprises.....	19	22,338,500
Spinning.....	11	11,100,000
Insurance.....	6	8,600,000
Fertilizers.....	7	2,700,000
Sugar refining.....	5	7,500,000
Cold storage.....	3	3,500,000
Match manufacture.....	3	7,500,000
Fishery and marine produce.....	8	3,700,000
Ricecake and flour.....	9	9,000,000
Warehousing.....	7	2,750,000
Trust business.....	2	600,000
Brick and cement.....	7	37,875,000
Paper mills.....	5	800,000
Others.....	70	27,822,500
Total.....	260	\$248,796,500

Of the foregoing, 55 companies have already made calls on shares or are now making call, the total amount of the capital of these companies being \$29,225,000. The number of the old companies which have completed registration as to the increase of capital during the same interval is 265, in which a total capital of \$47,141,500 is involved, of which \$20,898,000 has so far been paid up.

Besides these there are 62 companies which have under contemplation the increase of their capital, which, when carried out, will aggregate \$49,327,500. Again, 19 companies have issued debentures during the same period amounting in all to \$16,498,000, of which foreign capital is said to be interested to the extent of \$9,767,000.

RAILROAD FREIGHT HANDLING.

[Lynchburg News.]

Eminently in accord with the perfectly proper and legitimate demands of business interests is the policy just outlined by the Southern Railway system with respect to the inspection of freight handling. It is the purpose of the road, according to the announcement of its comptroller, Mr. A. H. Plant, "to place a corps of traveling freight-claim agents in its service, with duty to travel continuously the respective territories assigned to them. They will visit the company's local agent at each station in order to insure promptness and justice to its patrons in respect to the handling of freight and the handling of loss, damage and overcharge freight claims." It is especially with respect to an insurance of promptness in handling freight business that it is to be hoped this order will prove widely fruitful and efficacious. Shipping interests, while of course regarding the matter of claims arising out of delayed transmission or other cause as of great importance, are more vitally concerned in having it so that provocation for complaint will not arise. What they desire, in our judgment, above all other things is satisfactory service—a service that will not entail the trouble and often the distracting annoyance involved in the presentation and adjustment of loss claims. A claim adjuster is all right in his place—a very necessary factor, of course, in railway management—but close attention to the reason of the dissatisfaction on the part of the road, careful inquiry into the causes that are productive of such inconvenience and the maintenance of a system of elaborate and rigid inspection that will tend to abate or remove these troubles

ought to bring about the most of the desired reform in this matter of freight transportation. The Southern Railway is performing a valuable service in attempting to reduce to the minimum the inconveniences in this connection which are necessarily incident to railway operation.

NEW BOSTON BUILDING.

[Boston Journal.]

The building record of Greater Boston for the year 1906 is extremely creditable and hopeful. While it stood fourth among 24 cities throughout the country as to the amount of building done last year, it has the rather extraordinary honor of standing first in the list, so far as increase in operations over the preceding year is concerned, and by increase we do not mean a percentage increase, but a superiority in the actual sum of money involved. The following table, showing operations in the six leading cities for the past three years, should be of interest:

	1906.	1905.	1904.
New York...	\$133,108,025	\$163,180,971	\$92,083,490
Brooklyn....	71,468,115	70,608,430	49,326,687
Chicago.....	64,298,330	63,455,020	45,667,569
Boston.....	42,339,000	32,117,000	33,537,000
Philadelphia	40,711,510	34,822,235	28,967,730
St. Louis....	29,942,683	23,434,734	14,283,732

These statistics show that along certain lines Boston and its suburbs are increasing in prosperity. No city could lead all the others of the Union in the increase of building values unless it was correspondingly gaining in other directions. To those pessimists who affect to believe that Boston is on the down grade in every respect we pass along the figures, with the hope that they will seem important enough to be read and inwardly digested.

TO GET A STEEL PLANT.

[Duluth Herald.]

A huge steel plant for Duluth with its thousands of skilled workmen and with the vast attendant industries of all kinds that are certain to be in its train!

Millions of dollars for the city each year and tens of thousands of more citizens, all of the class that make for permanent progress!

The hopes of 20 years on the verge of realization and the dreams of the late George C. Stone and of thousands of others who have always seen in Duluth the "Pittsburg of the West" about to become actualities!

Such is the grandly glowing prospect held out to the people of this city, thanks to Thomas F. Cole, president of the Oliver Iron Mining Co.; Frank B. Kellogg, Joseph B. Cotton and W. J. Olcott. And it means to Duluth more than anything else that could possibly be conceived of, for it means not only a plant to cost millions of dollars and thousands of skilled mechanics with their families and their homes, but it means also great works of all kinds that will take the steel output and turn it into all kinds of high-grade products to supply the varied needs of the great and growing Northwest.

But much hard work is yet to be done before Mr. Cole's glowing, almost bewildering, promises shall become an actual reality. All of the people of this city interested in its upbuilding and future greatness must get busy at once and gather together such arguments, such an array of convincing facts, as will cause Messrs. Gary, Corey, Perkins and Frick, in whose mighty hands lies the settlement, to know that Duluth is the place and now is the time for the erection and equipment of a steel plant here. And these facts must be presented in irrefutable form to the experts whom the four magnates shall send here to investigate.

JAMESTOWN.

[Chicago Record-Herald.]

Undoubtedly the display on the water will be of unrivaled beauty, and, consid-

ering the surfeit of industrial expositions, it is evident that the exposition managers can make a stronger appeal to the public than they could with another St. Louis or Chicago fair that should surpass its predecessors in cost and size. In fact, the pioneers in the enterprise seem to be fully justified already. Not only are the novelties of the highest interest, but the magnificent river and coast country, with its famous resorts, the numerous historic spots, the relics of colonial and revolutionary days, the scenes made memorable in three wars, are more deeply impressive than any exposition. Certainly the attractions should bring the desired crowds, and they should prove particularly alluring to people in the West who have yet to make their first visit to Tidewater Virginia.

VAGRANCY.

[Birmingham News.]

Imprisonment as a punishment will not abolish the large proportion of the vagrancy in the cities and towns of the South. A great many of the vagrants are willing to run the risk of a term in prison rather than go to work. A good many others are not frightened into "getting busy" by actual imprisonment. It is not a serious punishment to them, and they care very little about it. The worst kind of punishment for an habitual idler and loafer is to put him to work. He hates work worse than he fears imprisonment. To fill prisons with vagrants who are a charge upon the public and must be taken care of at the public's expense while they are doing nothing to even help pay for their own support does not seem fair to the taxpayer upon whom the expense falls. He is a workingman and has no disposition to pay for the support of able-bodied and worthless idlers.

But that is not the worst of it. Imprisonment as a punishment does not abolish vagrancy, and in the Southern cities does not seem to have greatly reduced it. There is good reason to believe that hard labor will do much toward improving the situation. Nearly every Southern town has dozens and some of them hundreds of worthless idlers hanging around the streets, congregating in joints of one sort or another, and not only having a demoralizing effect upon others who are lazy by nature and inclined to get out of work as far as possible, but breeding crime. They are a menace to any community. There is no more truthful saying than that "an idle brain is the devil's workshop." It is illustrated every day in the week in the cities and towns of Alabama. A large proportion of the crime committed in these cities and towns can be traced to vagrancy. Here in the Birmingham district nearly every large industry is suffering for labor. Liberal wages are paid to men who know how to do anything and are willing to do it, and yet often as many as a hundred idlers are seen loafing in a district scarcely larger than a block. Let a trained bear with a ring in his nose come along, or a cheap band march through the streets, and you will notice hundreds of people following them, and you wonder at how many people there are in even this busy city who are doing nothing.

OKLAHOMA ROADS.

[Dallas News.]

For a brand-new State, Oklahoma is doing fairly well in the good-roads work. The Department of Agriculture issues a bulletin which shows that during 1904 there were 43,554 miles of public road in the Territory of Oklahoma. This means routes actually opened up to use and section lines which have been duly set apart for road purposes. On the other hand, one county reports 298 miles of impass-

able highways. Comparing the mileage with the area of territory it is found that there were 1.1 miles of road per square mile of area, making one mile to every nine inhabitants.

As to the plan. The County Commissioners of each county, by and with the consent of the township trustees, are authorized to levy an annual road tax in each township of not to exceed 50 cents on each \$100 worth of taxable property outside the limits of incorporated cities and towns having a population of over 2000. This tax may be paid in labor on the basis of \$1 per day. The boards of County Commissioners may levy a general tax on all property in the counties of not to exceed \$1 on each \$100 worth of taxable property, and the boards of township trustees are also authorized to levy a general road and bridge tax in the townships of not to exceed 50 cents on each \$100 worth of taxable property. Every male inhabitant between the ages of 21 and 50 years, unless by law exempt, is required to work four days on the public roads each year, or furnish a substitute, or in lieu thereof to pay to the road overseer \$1 for each day he does not work. One-half of the money received from the sale of saloon licenses may be used by the authorities of the different counties for road purposes.

The amount derived from the township and county levies and from the saloon license funds and expended on the roads was \$449,319.59 in 1904. The cash value of the labor tax, estimated on a basis of \$1 per day, or \$4 per capita, was \$327,456, making a total expenditure of \$774,775.59. By comparing the total expenditure with the total mileage and with the population of the State it is found that the funds collected and expended for road purposes amounted to \$17.79 per mile of public road, or \$1.94 per inhabitant.

Of course this plan may be abandoned under the new Constitution now being framed by the delegates of the new State.

A RAILROAD EMPIRE.

[Philadelphia Press.]

It might with entire propriety be termed the Pennsylvania Railroad Empire. The dimensions have become so vast that millions must be termed as mere units. In the annual report of this company there is an unbroken story of growth and gains. The United States is a nation where big things are almost commonplace, but the Pennsylvania stands at the very top of them all.

There is something decidedly impressive in the figures marshaled by President McCrea in his first statement to the shareholders. The entire Pennsylvania system East and West earned in 1906 over \$295,000,000 gross, which was a gain of more than \$29,000,000, while the net earnings from operation amounted to \$84,000,000, representing an increase of more than \$10,000,000 as compared with the previous year.

All over the great system, which embraces 11,080 miles of track, there was expansion beyond that of any previous year. The Eastern lines piled up \$195,000,000 of the gross earnings and \$58,000,000 of the net profits. That the Pennsylvania is also one of the premier holding corporations of the country is shown by the value of its investments in other companies. At the close of the year these figured up \$194,000,000, which only represents their cost, while their true value far exceeds even that immense sum. The income from this source alone reached nearly \$12,000,000, or enough to pay a 4 per cent. dividend on the Pennsylvania's entire capital stock.

The company made a neat profit of \$15,000,000 when it sold the shares of its competitive soft-coal roads. When it

raised its dividend to 7 per cent. the Pennsylvania gave its shareholders a fair return of the profits of a record-breaking year. When it decided to put \$12,000,000 more this year in the pockets of its employees it made an equitable distribution in that direction. When it took from the profits over \$11,000,000 to spend in improvements the Pennsylvania followed along the well-beaten track of its past history.

So in every way the company has measured up to expectations, which in this case are always very great. It fell to the lot of President McCrea to report banner operations all the way through. From present indications the standard railroad of America will during the present year eclipse even the world-beating records of 1906.

FOR THE WATERWAYS.

[New Orleans Picayune.]

The fact that the enormous railroad trackway, extending into every State of the Union, with an aggregate of more than 220,000 miles, has been found incapable of handling the transportation business of the country, has directed in a most emphatic manner attention to the interior waterways of the United States.

Of these the Mississippi river is not only the most important, with its 20,000 miles of navigable main channel and tributaries, but in respect to the immense extent of the country which it serves, and the unparalleled richness of this region and its rapid and unexampled development, the Mississippi is the most commanding river in the world.

Before the territory west of the great river had come into possession of the United States the inhabitants of the Republic east of the river were cut off from its free use for their commerce by the fact that its mouth or debouchement into the sea was in a foreign country. For the greatest part of its course the Mississippi was an international waterway, one-half being in French territory and the other half in that of the American Union; but Louisiana was not confined to the west side of the mighty stream, but was on both sides of it, so that the mouth of the river was in French territory, and thus the free use of the waterway by the Americans was prevented.

It was this fact before all others that determined the American people to have an open river, and if this result had not been accomplished by a peaceable treaty the people of the Western and Southwestern States would have captured New Orleans and that part of Louisiana east of the river by a desperate filibustering movement. Very few persons cared for the vast region west of the river, but the necessity of controlling the mouth of the stream was so urgent that it had to be gained in any way possible.

In all probability the fight of the North Central and Northwestern States in the early '60s to save the Union was made more determined and desperate than it would otherwise have been by the fact that should the Southern States be successful in securing their independence the control of the mouth of the Mississippi would be in foreign hands again. . . . These remarks, however, are suggested not as an expression of regret at what has occurred in the past conflict of the sections of the Republic, but in order to emphasize the enormous importance of the great river, and to introduce a few words upon its commercial value. The necessity for getting the greatest benefit possible from the waterways, after having been ignored ever since railways came into vogue in the Mississippi valley, was suddenly forced on Congress by the fact mentioned above that the railroads could not carry the immense and overflowing busi-

ness of the country, and the result was the voting by Congress, at the session which has just closed, of the immense and hitherto un hoped-for sum of \$83,000,000 for waterway improvement.

All through the vast Mississippi valley the people are being aroused to the importance of the subject, and in addition to waterway congresses and conventions river improvement is being discussed by commercial bodies in all the Western cities.

DRAINING SOUTHERN SWAMPS.

[Memphis Commercial Appeal.]

The splendid success experienced by the Government in its arid-lands venture in the West has given rise to the hope of interesting Federal authorities in reclaiming the swamp lands of the South.

* * * If making dry lands moist is thus profitable, it stands to reason that draining wet lands would prove equally remunerative. At any rate, this is the view of a number of the leading citizens of four Southern States who will meet in Memphis shortly and determine upon ways and means to induce the Government to put money into the work of reclaiming Southern swamps.

The movement is most important to this section of the country and to this town in particular. Aside from the ultimate good to come from the cultivation of the reclaimed lands, there is the immediate benefit derived from the expenditure of many millions in this territory. The South is growing, yes; but if Uncle Sam will open his strong-box and pour a large portion of its contents in this section, this growth cannot help but be enhanced to an amazing extent. The very fact that the Government is spending money in a certain section of the country takes to that section workmen, laborers, farmers and capitalists. It is the most efficient inducement for immigration possible. It is in itself a guaranty of growth, a surety for development, a proof of progress. Few movements possess the enormous developing powers of one that induces the Government to undertake a great and far-reaching piece of work which puts lands—rich lands—within reach of the very laborer who is hired upon the work itself. It is an incentive to prosperity; it is a helpful lift in the life of the citizen and a healthy upbuilding of the entire community.

WHAT ONE RAILROAD DID.

[Wall Street Summary.]

In the present hostility everywhere apparent against railroads little credit is given them for the substantial good they accomplish. To state all the betterments to civilization that flow from a transportation system is a task of magnitude and should be one of supererogation. Every citizen of intelligence, from mere observation, should know the debt that progress owes the railroad. An illustration is afforded in the case of the Canadian Pacific Railway. When it was first incorporated it was openly declared that its earnings would not pay the cost of its operation. In 1890 it paid dividends on its ordinary stock from net earnings, and shortly afterward the full 5 per cent. When its rails were laid the great Northwest was practically unknown, and the railway was merely intended to connect British Columbia with Eastern Canada. What it actually has done, however, greatly exceeds this modest purpose. It has quadrupled the Dominion of Canada. It has converted a few unimportant provinces near the St. Lawrence and the Lakes into a great country almost equal in area to the United States. Thirty miles from the river or the Lakes was civilization's boundary before its coming. When it appeared beyond Lake Superior Canadians

opened their eyes to the possibilities of northern expansion, while further west it opened up an entirely new country. This railroad was the kernel of the Dominion's great success. Even this record is sought to be improved. The Grand Trunk Pacific is projected to extend from Moncton, in New Brunswick, to the Pacific Coast, 3600 miles, and besides opening up new territory in the north, many branches will extend to the various commercial centers of the older provinces. It will also be extended to Dawson City in the Yukon, and a branch will be run to Vancouver. This, through the use of existing lines in the maritime provinces, gives Canada a new transcontinental line from Halifax to Vancouver!

PENNSYLVANIA'S CONSTABULARY

[Philadelphia Ledger.]

The Harrisburg House voted by 100 to 75 in favor of the Garner resolution providing that the bill repealing the act creating the State constabulary should be placed on the House calendar, though the resolution had been negatively reported on by the military committee. The Garner resolution failed because there was not present and voting a constitutional majority, but it appears that a majority of the members of the popular branch are in favor of dismissing the State constabulary and of undoing the most important work for law and order that has been done in Pennsylvania since the Molly Maguires were snuffed out. * * * The arguments of the legislators who appear in behalf of the foreign miners are the usual flimsy and dishonest claptrap. * * * Everybody in the communities where the lawless foreigners have held sway for years knows what this means. In one or two instances where the constabulary was rushed to the scene on hurry calls, the real contest with the rioting miners did not begin until the constabulary checked their mad course, because the whole community had been terrorized and the people did not dare stick their noses out of doors. In other cases there was no opposition to the drunken orgies of the defiant and threatening mobs because the local authorities, either on account of politics or lack of courage, permitted the lawbreakers to have their own way.

In a number of communities the reign of lawlessness and bravado has been carried to so great a height that the first time the orderly people have had a feeling of security has been since the appearance of the constabulary in the field, and especially after the members of the constabulary had given proof in actual combat that they would not tolerate the rioting and disorder.

The repeal of the constabulary act and the disbanding of the corps would be a disgrace to the commonwealth. It would show pretty conclusively the stuff of which the Legislature is composed—politicians who prefer to stand with the more ignorant of the foreign miners against the interests of law and order and of the commonwealth.

No lawabiding miner or other resident, whether he be a Slav or Lithuanian, union or non-union worker, has the slightest occasion to fear the constabulary. No striker who means to obey the law and not to burn and riot need dread the constabulary. The only people in the State who have the remotest chance of meeting the State constabulary in hostile array are the lawbreakers who construe the wide liberty which everyone here enjoys into a license to form mobs against the peace and dignity of the State and of its people.

TO WHOM IT MAY CONCERN.

[Kansas City Star.]

The habit of throwing upon reporters the responsibility of ill-advised talk by

men who do not know how to guard their tongues is growing quite too common, and calls for a wholesome check by the press.

SCARCITY OF LABOR.

[Southern Machinery.]

What the South needs more than any other one thing, and what it is willing to pay for, is skilled labor. The next greatest need is unskilled or common labor. Even the farmer keenly feels the lack of labor suited to his needs. Municipalities, railroads, merchants and, in fact, all employers of labor of various kinds are experiencing the lack of sufficient help to carry on important work, representing both public and private interests. Skilled labor is as well paid in the South as in other sections of the United States, and there should be no good reason why the present dearth of labor should long exist.

The climatic advantages of the South are unequalled by any other section. The winters are short and mild. Excellent water and fertile lands are to be found in all the Southern States. The conditions generally are decidedly conducive to health. With good health, ample shelter, the best of food, low cost of living, plenty of work and good pay, the Southern workman of all classes holds an enviable position among the country's wage-earners.

THE AMERICAN CORPORATION.

[T. P. O'Connor in T. P. O. of London.]

The corporation—that is now the keynote of American politics. It is, to a certain extent, the key to the whole American enigma. Take the primary conditions in American life and then apply to them the methods and workings of the corporation, and you will understand why it is that the corporation is so central a point in American thought and political struggle. First remember that even yet much of America is virgin soil, and that half a century ago most of it was in some sense virgin soil. Today a piece of ground is a miserable swamp, and in 30 years' time there will be acres on that same swampy land every inch of which will be worth as much gold as the land in that little bit of London which has been built up by long centuries of imperial conquest and commercial supremacy. This, in brief, is the story of Chicago. Take that little strip of Northwestern Pennsylvania, not over 50 miles long, which is known now to all the world as the oil fields. A little more than 40 years ago it was no better than a wilderness. Today every acre of it almost is worth millions.

This is the first factor in producing the extraordinary condition of American life. The next factor is that to the working of these extraordinary resources there comes a race which, from climatic and other conditions, is distinguished from all other races that ever lived by its intensity of purpose, of work, of desire. Add that this native population is augmented every year by every adventurous spirit that is dissatisfied with conditions in the old countries of Europe. There you have the two conditions which make all the atmosphere of America the atmosphere of Monte Carlo—but a Monte Carlo where the small gambling-rooms are represented by a continent so vast that even its component parts, called States, are bigger than a great European country, and where the few scores of gamblers are replaced by nearly 80,000,000 of the most restless, vehement, voracious beings that any nation or any age has produced.

Add to these conditions of a virgin soil and a unique population the ingredient that every enterprise almost of this land is protected against the competition of every other land. Tax every one of 80,000,000 of people for almost everything he uses—iron, tin, copper, clothes—and you will understand how mighty must

be the tribute which is paid by these 80,000,000 to the men who are supplying that vast race. And always think what that race is—feverish, restless, conquering every hour some new bit of territory, rising in its dreams, aye, and in its achievements, to heights of daring and of doing as overwhelmingly vast as its States that are nations, its rivers that are seas, its lakes that are oceans—do all this, and you can quite understand why the millionaires even of South Africa are but as paupers to the men that command the resources of America.

FUEL-GAS POSSIBILITIES.

[Cleveland Leader.]

Now that the gas question is much in evidence in Cleveland, it is interesting and instructive to note the plans of British gas companies for the manufacture of fuel gas and its use in great cities far from the nearest available coal fields. For example, it is proposed to deliver gas in London which will be made in the South Yorkshire coal field. The distance which the gas would have to be piped is 173 miles, and it is calculated that the quantity used would be about 40,000,000,000 cubic feet annually.

One of the prime movers in this project believes that gas can be pumped so great a distance into London and furnished there at the cost of 15 cents per 1000 feet, in the holders. Of course it could not be supplied to consumers at that price. It might cost them 25 or 30 cents.

Such gas would not be illuminating gas of high quality, but it would serve in incandescent burners. The whole undertaking would be much the same as the manufacture of gas in the coal fields of West Virginia, 200 miles away from Cleveland, and its delivery here at about the proposed cost of natural gas.

The more the gas question is considered, directly and in its sidelights, the more need there appears to be of strict and searching investigation of the whole matter from all points of view and in all its phases.

RISE OF THE SOUTH.

[Gov. N. C. Blanchard of Louisiana before the Creve Coeur Club of Peoria, Ill.]

Whatever the causes, the rise of the South from the ruin of the war elicits the admiration of the world. The future holds in store for her a great destiny. In the three essentials of greatness and wealth—cotton, iron and wood—she holds the commanding position, and is making the most of it. She has the practical monopoly of the growth of the cotton plant. The world depends mainly upon the South for its clothing. Let the South's cotton crop fail for a few years in succession, and millions of people would go in rags and nakedness. Her cotton crop in 1906, including the value of its seed, was easily worth in the raw \$750,000,000. Manufactured into cloth it would be worth four times that sum. She is doing much toward manufacturing it now into cloth. The time will come when she will manufacture the greater part of it, if not all.

The cotton region of the South spreads over an area of 700,000 square miles, and as yet less than 10 per cent. of this area is planted in cotton.

Still, the 41 crops of cotton produced in the South since the close of the war have sold for \$14,000,000,000, a sum equal to seven times the value of all the slaves set free by the triumph of the Northern arms.

The demand for cotton in the markets of the world is increasing as time goes on. The next 40 years will likely see the consumption rise to 25,000,000 bales annually. With an intensive system of culture, which will come with more people (and it will not be very long before the

tide of immigration turns Southward), the South could produce easily 100,000,000 bales of cotton annually.

The value of the forest products of the Southern States from year to year falls now little short of the value of the annual crop of cotton.

Of the entire wealth of the United States in the shape of timber 60 per cent. is found in the South, so that the practical control of the lumber trade of the whole country is rapidly passing to the South.

Although the South occupies only 22½ per cent. of the entire surface of the United States, it possesses 33⅓ per cent. of the coal beds that can be mined with profit, and in respect to iron ore, one State in the South (Alabama) alone has such vast stores that three or four leading companies of the State have much more than is possessed by the United States Steel Corporation in its vast holdings in the Lake Superior region. With two or three exceptions, all the States of the South have extensive deposits of iron ore.

The construction of the isthmian canal will have the effect of broadening the Eastern market for all American goods. In reaching that market the South, from her proximity to the canal—being 600 miles nearer than New York—will have the advantage in her rates of transportation. Down and up lines of longitude, instead of over lines of latitude, will come an ever-increasing volume of the country's commerce and business.

ALCOHOL AS FUEL.

[Oil, Paint and Drug Reporter.]

Results of the first official experiments with alcohol as a fuel have just been made known. These experiments involved tests with small engines operated under different conditions with alcohol, naphtha and gasoline. There has been so much controversy concerning the efficacy of alcohol as a fuel that the definite conclusions drawn by experts appointed by the Government will prove highly instructive and interesting. Charles E. Lucke, assistant professor of mechanical engineering at Columbia University, and S. M. Woodward, irrigation engineer of the office of experiment stations of the department, were chosen for the work, and have just completed their preliminary report.

A question of primary importance to the consuming public is, first of all, whether alcohol can be used as a competing fuel with gasoline, and if so, whether the results would show increased energy at the same or lower cost. These questions are explicitly answered. The conclusions finally arrived at were that it is possible to use alcohol as a fuel for engines designed for gasoline, and that it is capable of developing from 10 to 20 per cent. increased power.

The office of experiment stations, in connection with irrigation and drainage, has made a number of tests with different types of gasoline engines, using alcohol as a fuel. These showed that when these same tests were made without any special attempt to adjust the engine for each motive power, the consumption of alcohol was two or three times as great by weight per horse-power as was gasoline or kerosene, but that when care was used in proper adjustment and the carburetor was so arranged as to increase the thermal efficiency of the engine, the proportions of gasoline and alcohol respectively were reduced to 0.69 and 1.23 pounds per brake horse-power hour.

The conclusions drawn from the tests and from experience with alcohol in Europe are clearly set forth. In brief, they show that any engine of the class now offered on this side for gasoline can be operated with alcohol without structural

alteration, though a small engine requires at least 1.8 times as much alcohol as gasoline per horse-power, but that an engine designed for the latter may be made with some slight changes to give about 10 per cent. more power, and that with more material alterations this may be increased to 20 per cent. or thereabouts.

It will be realized, therefore, that the cost of running an engine with alcohol will operate against the free use of denatured spirits, except where the advantages of extra power, a less obnoxious odor and general convenience weigh against expense.

Alcohol engines have certain well-defined advantages, according to the report. For instance, the interior of the engine does not tend to become sooty as with gasoline and kerosene, nor does it develop a tendency to corrode. Then, again, the exhaust is less likely to be offensive. It is also not as hot as that of gasoline, and in consequence there appears to be less danger from fire, which should recommend it for use particularly in boats. To sum up in the words of the report: "By reason of cleanliness in handling, increased safety in storage, less offensiveness in exhaust, alcohol will, in part, displace gasoline where the question of expense does not enter."

FOR HARDENING STEEL.

[Washington Star.]

An indication of some of the vast and almost untouched mineral resources of the United States is given in some facts gathered by Mr. F. L. Hess of the geological survey, who has just come back to Washington from a season in the field studying what has been done and what is being done with a new group of steel-hardening minerals. The minerals themselves are not new by any means, but their application to steel manufacture is just being studied seriously by the big producers. There is one English firm that has been working with steel-hardening alloys for a long time, and the Bethlehem people have recently taken it up and have had men experimenting continually. The minerals used include manganese, tungsten, vanadium and uranium and a good many of the rare metals for which there has been little practical use till recently. Their place in steel economy is that 1 or 2 per cent. of them will change the nature of the metal entirely, and it is to see how these qualities can best be utilized that the big firms are now working. Mr. Hess went over a good many of the fields in Utah, Texas and California, and he said that one of the noticeable points in the field was that whereas a few years ago the practical prospector seldom knew what a tungsten mineral was, now it was the exception to find a prospector who did not. New deposits are being uncovered all the time, and with better methods of mining and concentrating the potential wealth of the country is immensely developing.

As to the practical application of the steel-hardening minerals to the iron and steel industry, it has been found that a small per cent., say of tungsten, will make a tool steel that, although it is very hard to work up into a machine, will hold an edge even after it gets a dull-red hot. This enables lathes where tools of such steel are used to be speeded up so that their output is increased about three times. The practical machinist will appreciate what it means to work with a tool you cannot "burn" in the machine. One disadvantage of these excessively hard steels is that it is hard for a blacksmith to forge them. They are very refractory, even at the highest forge heat, and there is hardly any way of shaping them except by grinding. However, the companies are working at the problem of handling them and will, of course, solve it in time.

The usefulness of manganese steel has already been demonstrated, especially in dredger construction, where bearings and working parts made of it will stand three times as long under the cutting action of sand and gravel as ordinary steel.

The field trip of Mr. Hess took him into the mining region for rare earths in Llano county, Texas, where the Westinghouse people are getting out yttrium and thorium for the construction of Nernst lamps. This is an incandescent electric lamp that requires no globe and promises to put the old globe and filament lamp out of business. It was discovered some years ago by the German chemist whose name it bears, and the patents for this country were bought, but the manufacture was never pushed because of the lack of the incandescent earths necessary to make the lamp filament. The lamp is a peculiar arrangement compared with the ordinary incandescent lamp. Practically all there is to it is a little earth pencil taking the place of the filament in the old type of lamp, the pencil being attached to the wire at each end. A thin spiral of platinum is wound around the pencil to heat it and make it a conductor of electricity, the thorium and yttrium being good electrical conductors when hot, but non-conductors when cold. A globe is put around the lamp for protection, just as in an incandescent gas mantle, but no vacuum globe is necessary.

The Westinghouse Company has about 1000 persons at work on their lamp plant and takes out enough of the rare earths in two or three months to keep their factory running the rest of the year.

In the same Texas region Mr. Hess found immense dikes with masses of pure feldspar 30 feet in diameter and running theoretically about 17 per cent. in potash. This deposit has never been worked commercially, but probably will be used ultimately in the manufacture of potash fertilizer.

Among some of the other trophies of the chase that he brought back with him was a piece of rose quartz from a vein in California. The vein was not visited, owing to the pressure of other work, but it was said to run 30 feet wide. Rose quartz may be described as a cheap gem. It is neither expensive nor common, but such a deposit is very rare, and it is likely to pay well for working.

THE MISSOURI HEN.

[St. Louis Republic.]

"The Missouri hen" has come into her own. She has been officially recognized by the Legislature. The creation of a poultry board to look after her interests is the deserved tribute paid by the State.

The Missouri mule has done much to spread the fame of the Commonwealth. His fame has been gained in spectacular ways. He has drawn cannon on Transvaal battlefields, hauled dirt away from Alpine tunnel diggings, furnished the motive power for sledges on the snowy wastes of Alaska and assisted in the benevolent assimilation of the Philippines.

No such glorious tales can be told of the Missouri hen. She has done her work in a quiet, unobtrusive way, and her services have been no less renowned than those of the mule.

Figures are at hand to show the values of the State's surplus products or shipments. Comparisons are convincing. The value of mules and horses shipped from Missouri counties in a year is \$13,000,000. The value of poultry and eggs exported the same year is \$27,000,000. The hen brings more money into the State than do all the grain, liquid, fish and game, packing-house and vegetable products.

It should be remembered that the value of poultry and eggs consumed "at home" is probably twice that of the shipments.

In 12 months it is enough to build an invincible fleet of battleships.

It is obvious that the hen deserves a special board to see that she has the best possible treatment. And Missouri does well to recognize such an important agent in its development.

THE COTTON ACREAGE.

[Charleston News and Courier.]

We do not advise the farmers of the South to cut down the acreage in cotton this year in order that production may not be too great. We think that they should plant in cotton every acre that they can reasonably expect to cultivate with care and to produce upon them every ounce of cotton possible, provided always that they do not neglect the crops of corn, small grain, vegetables and fruits absolutely necessary to profitable farming in South Carolina. Equally important is it that they must not neglect the raising of cattle and other live-stock and poultry. There is no farmer who can neglect to raise a mule while mules are worth from \$200 to \$300 without losing from \$100 to \$200.

The laborers, the horses, the mules, the wagons and the plows cannot be employed all the year in the cotton fields. When an iron foundry or a cotton mill shuts down, it steadily loses money until operations begin again, for large expenses do not cease during the shutdown. If the farmer's plant is directed only to the production of cotton, it must shut down except in plowing, hoeing and gathering times. Hence the farmer who does not so lay out his plans that his plant shall not be idle part of the time must lose money, and the farmer who obtains the largest production of all things that the farm may produce is he who will earn the largest profits. The largest production cannot be obtained by the man who produces cotton exclusively. Only those who produce cotton at the expense of crops which they cannot afford to neglect produce too much cotton.

The attention demanded by other crops, if it is bestowed upon them, will prevent the overproduction of cotton.

RIVERS AND HARBORS.

Trade Interest in National Improvement of Waterways.

In calling special attention to the published report of the December convention of the National Rivers and Harbors Congress, Hon. Joseph E. Handell, president of the congress, writes to the MANUFACTURERS' RECORD as follows:

"It is pleasant to advise you that credit for the river and harbor bill passed by Congress, amount \$86,963,432, the largest in amount of any such enactment in the history of the government, is being given in high quarters in Washington to the work of the National Rivers and Harbors Congress in crystallizing and emphasizing such a favorable sentiment throughout the entire Union that would allow a river and harbor bill of this size to pass both Houses of Congress with practically no opposition from any quarter as to the amount.

"The only opposition which the bill encountered was from the representatives of several sections of the country that did not believe their projects had been given such consideration as their worth entitled. With full knowledge and due appreciation of the correctness of the feeling just mentioned, we believe the bill considered as a whole to be the best one ever framed by the river and harbor committee of the House of Representatives.

"A new and businesslike policy was for the first time inaugurated. The bill absolutely provides for the completion of quite a number of most worthy projects that have been before Congress for a number of

years, totaling in amount something over \$26,000,000. These particular projects will now be completed, leaving to other and equally meritorious work the prospect of being taken up in the next bill in their entirety.

"To close students it is apparent that while this organization has accomplished great good in the past year, its hardest work still lies before it, and all our attention, energy and resources must be devoted to bringing about such a united and strong sentiment as will allow the incoming Sixtieth Congress to frame and pass at its first session a river and harbor bill of not less than \$50,000,000.

"The work and influence necessary to bring this about can only be accomplished by all sections of the country standing together and presenting an unbroken front in making this demand."

Mr. Albert H. Scherzer, president of the Scherzer Rolling Lift Bridge Co., Chicago, Ill., writes as follows:

"We appreciate your calling our attention to the editorial and other matter regarding the improvement of waterways, appearing in the current issue of the MANUFACTURERS' RECORD.

"We believe that the progressive stand and publicity you give to these matters will result in great benefit not only to the Southern States, but to the entire country. It seems that Congress and the Government are beginning to realize the great importance of the rivers and waterways and the fact that they have been neglected. We hope they will soon realize that the most economical and satisfactory method of carrying out the necessary great river, harbor and waterway improvements on a comprehensive plan will be to pay for the permanent improvements by bond issues, as your journal has advocated. The yearly interest charge will be trifling, and the benefits to the Government and the entire country would be returned one hundred fold before the bonds became due.

"We hope that the Government authorities will soon realize the fact that the rivers, harbors and waterways of the country are the most valuable trust property vested in the ownership and control of the United States Government, just as valuable or even more so than the railways of the United States, owned by private parties. The Government authorities, when they realize their responsibility, will undoubtedly be as farseeing, wise and diligent in improving the property entrusted to them as the railway managements and progressive private parties are in the improvement of property entrusted to their charge.

"It does not seem reasonable that the Government should be permitted by neglect to allow the great rivers of this country to remain unimproved and periodically overflow their banks, drowning out vast areas of surrounding country. A private owner would certainly not be permitted to do this without paying damages.

"We hope that you will continue your good work in the direction of waterway improvements."

"Steadily-Increasing Usefulness."

[American Iron and Steel Association Bulletin.]

The MANUFACTURERS' RECORD of Baltimore is 25 years old. We congratulate our cotemporary that it has attained this mature age with steadily-increasing popularity and just as steadily-increasing usefulness. The South owes much of its present prosperity to the unremitting and intelligent presentation by the MANUFACTURERS' RECORD of its agricultural, mineral and forest resources and its manufacturing opportunities. We are glad to add that the leading men of the South have generously recognized this fact. The MANUFACTURERS' RECORD has always had our own best wishes.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Textile Machinery Exhibit.

Mr. C. B. Bryant of Charlotte, N. C., secretary and treasurer of the American Cotton Manufacturers' Association, writes to the MANUFACTURERS' RECORD:

"In connection with the eleventh annual convention of the association, to be held in Philadelphia May 15 and 16, there is to be an exhibit of textile machinery and appliances used by and useful to cotton manufacturers. There will also be an exhibit of manufactured goods, all of which will be exceedingly interesting to manufacturers all over this country, and it is now understood that a number of foreign manufacturers will attend.

"The hall in which this exhibit is to be held contains 13,500 feet of floor space, the First Regiment Armory hall being used for the purpose. The hall is being very rapidly filled, and only a small portion of it is yet to be filled. Applications are being received constantly, and will soon fill this hall, but so far practically no space has been engaged by Southern machinery manufacturers or supply men. It is the desire of the association that all sections of the country be represented in this exhibit, and we are especially desirous of having the South show up well therein. We should deem it a personal favor if you will comment editorially and diplomatically on this subject, and thus bring about an interest on the part of Southern manufacturers and encourage this character of development in the South, as you best know how it should be done.

"Certain space will be held as long as possible in order that the Southern machinery may come in, but on account of the slowness with which the railroads are moving freight the exhibit should be started to Philadelphia at once in order to arrive there in due time. If we do not secure Southern exhibits in the near future we shall be forced to accept applications from the Northern machinery manufacturers that will fill the entire unsubscribed space."

Ballinger Wants Cotton Mill.

In writing to the MANUFACTURERS' RECORD Jos. Wilmoth, cashier of the Citizens' National Bank, Ballinger, Texas, says:

"We appreciate very much the interest you are taking in the development of the South, and, speaking for our own little town, we have to say that we would be glad to welcome a cotton mill. We have plenty of raw material, splendid water, and the finest climate on earth. Stock would be taken by the local people and every encouragement and inducement made to bring a legitimate proposition. Our country is fast settling up, and what we need is more factories to work our raw material. Local conditions are as good as could be wished, farmers are prosperous and the market is good. Would be glad to have someone placed in correspondence with us, and invite you to investigate the conditions."

American Textile Woolens Co.

In its issue of December 27, 1906, the MANUFACTURERS' RECORD announced the proposition for forming the American Textile Woolens Co., to control a number

of woolen mills in the South. The new company's stockholders met last week and effected formal organization, electing W. M. Nixon of Atlanta, Ga., president; Hugh T. Inman and John M. Jones, vice-presidents, and F. A. Carter of Sweetwater, Tenn., secretary, treasurer and manager. It is understood that the company acts as a holding corporation, controlling the Park Woolen Mills, Rossville, Ga.; Louisville Woolen Mills, Louisville, Ky.; Sweetwater Woolen Mills, Sweetwater, Tenn.; Athens Woolen Mills, Athens, Tenn., and Atlanta Woolen Mills, Atlanta, Ga. The American Textile Woolens Co.'s plans provide for taking over the stock of the mill companies mentioned and otherwise controlling woolen manufacture in the South. Its capital stock is \$850,000, and the five mills named have a total of 26,784 spindles and 1272 looms, employing 1545 persons.

Advantages for Cotton Manufacturers.

In writing to the MANUFACTURERS' RECORD regarding a proposition for the establishment of a cotton mill at Clarksville, Texas, the Clarksville Board of Trade refers to the advantages of its city as a location for such a plant. Mr. S. B. Fryar, secretary of the board, says: "An effort is now being made to induce Eastern capitalists to investigate the advantages of this city as a location for a cotton mill for the manufacture of articles from the finer grades of staple. Our receipts from wagons during the past season were 18,000 bales, nearly all of which was of the longer staples varieties, and averaged on the streets 14 cents per pound. Some of this cotton sold as high here as 25 cents per pound. This organization hopes and expects to arrange for the erection of a long staple mill in the near future."

Cotton Mills for Greenville, Texas.

The Mayor of Greenville, Texas, writes the MANUFACTURERS' RECORD in reference to propositions for locating cotton mills in his city. He says in part: "Greenville is a growing city of over 1100 people. It has nine railway outlets and the possibility of being a division point for suburban railroads. It is on the border of East Texas, which will become one of the most famous fruit areas on the globe. Greenville is in the midst of a cotton-producing section, and is open for a bona-fide proposition for a first-class cotton mill, and is going to build one. We have now under consideration a proposition for a mill, and would consider other propositions."

A Cotton-Mill Proposition.

In the course of a letter to the MANUFACTURERS' RECORD Mr. R. F. Shedden, English-American Building, Atlanta, Ga., states that he is prepared to correspond with manufacturers and investors who can be interested in a proposition for building a cotton mill or some other factory at Raymond, Ga. This is a new station established by reason of recent railway construction. Mr. Shedden states that he is especially anxious to have someone build a small cotton factory, and the people of Coweta county (where Newnan and the new station are situated) are great believers in this line of enterprise, as the mills there pay large dividends.

National Hosiery Manufacturers.

The general officers and executive committee of the National Association of Hosiery Manufacturers will meet in Philadelphia on the 22d and 23d inst. to discuss matters of interest to the hosiery manufacturers of the country and outline the program and arrange all details of the convention, which will be held in Philadelphia on May 13, 14 and 15.

For Mule Spinning.

Mr. George A. Howell of Charlotte, N. C., will establish a plant for mule spinning, the product to be cotton yarns from No. 1 to 200. His equipment will consist of two sets of cars and four mules of 1280 spindles each. About 50 horse-power will be used, obtained in electricity from the Southern Power Co.'s local station. It is understood that all the machinery has been ordered.

For Manufacturing Cotton Rope.

A citizen of Monroe, La., contemplates establishing a plant for the manufacture of cotton rope, and has the necessary power equipment. Estimates on the cost of the rope machinery are wanted, and E. W. Anderson, secretary of the Monroe Progressive League, is prepared to receive the correspondence.

Cotton Bagging and Ties.

Mr. R. H. Angell, Galveston, Texas, wants names and addresses of manufacturers of cotton bagging and ties.

Textile Notes.

It is reported that the Morristown (Tenn.) Knitting Co. will build another knitting mill.

Messrs. Sanders, Smith & Co., 12 North College street, Charlotte, N. C., have purchased and will operate the Charlotte Batting Mills.

The Belmont Cotton Mills of Shelby, N. C., has been incorporated with capital stock of \$120,000 by Charles C. Blanton and associates.

Messrs. Paul P. Bush and George W. Green of Williston, S. C., are reported as having decided to establish a knitting mill at North Augusta, S. C., opposite Augusta, Ga.

The Benna Manufacturing Co. of Goldville, S. C., has been incorporated with capital stock of \$75,000 for manufacturing cotton goods. Mr. George M. Wright is president and J. P. Matthews treasurer.

The Victor Manufacturing Co. of Greer, S. C., is reported as arranging for space to accommodate 6000 additional spindles which the management has decided to install. This company is now operating 52,480 spindles and 1340 looms, the output being a good grade of cloth.

To Establish Big Plant.

Mayor John H. Venable of Chickasha, I. T., advises the MANUFACTURERS' RECORD that his city is to have another big cottonseed-oil mill and cotton-oil refinery to cost in the aggregate about \$150,000. He states that negotiations have been closed for the purchase of nine acres of land on which to erect the two plants, and these are expected to be in operation by the middle of July. The Apache Cotton Oil Co. is promoting the enterprise, and proposes to build an eight-press 15-box mill with a capacity of 160 tons of seed per 24 hours, building and equipment to cost \$100,000. It will also erect a \$50,000 refinery to have a capacity of 500 barrels per day. The company has completed arrangements with the Rock Island Railway for the construction of a side-track to the plants, and construction work on this is expected to begin within a week. Messrs. John J. Culberson, Sr., and John LeClerq are the president and vice-president, respectively, of the Apache Oil Co., both of Paris, Texas. Mayor Venable desires to correspond with parties interested in the compress business with a view to locating a plant in Chickasha.

The assessed values of all property at Brunswick, Ga., show an increase this year of \$1,206,202 over last year.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

THE VIRGINIAN RAILWAY.

New Name and Charter for H. H. Rogers' Line—No Change of Officers.

The Virginian Railway Co. has been chartered at Richmond, Va., by the interests which are building the Tidewater Railway through that State, this action being a change of name and for a merger. The new charter authorizes an increase in the capital stock from \$100,000 to \$33,500,000. This is the road which is being built by H. H. Rogers of New York and others, and the West Virginia end of it is known as the Deepwater Railway, but a meeting of the Deepwater Railway Co. is to be held at Ansted, W. Va., on April 22 for the purpose of conveying its property, rights and franchises to the Tidewater Railway Co. When that is done the two companies, which are practically one and the same, will be known by the new name of the Virginian Railway Co. The Virginian Terminal Railway Co. of Norfolk has also been chartered for the Tidewater terminals at that city.

The change of name does not mean any change in the officers, according to a report from Richmond, but the plans of the company will be carried out, as heretofore announced, to build a line from the Kanawha river in West Virginia to the Chesapeake bay. The main purpose is the development of coal fields in the Gauley mountain region around Ansted, W. Va., and, while it has been rumored that the company proposes to build an extension westward to a point on one of the Great Lakes, an officer of the company is quoted as saying that such an extension is to be regarded only as a possibility of the future. Already, however, surveys have been made for an extension from Surveyor Station to the Ohio river, about 90 or 100 miles. About 60 miles of track have been completed on the Deepwater Railway from Deepwater, on the Kanawha river, to Mullens, W. Va., and this is being operated. On the Tidewater Railway in Virginia 60 miles of track are also in operation between Jarratt and Algren, the latter point being near Suffolk.

It is hinted that the separate incorporation of the Virginian Terminal Railway Co. means the enlargement of the terminal facilities at Norfolk. The officers of this company are Walter H. Taylor, president; W. H. T. Loyall, vice-president; William H. White, Jr., secretary, the other directors being R. C. Taylor, Jr., Robert F. Baldwin, B. T. Elmore and J. W. Willcox.

The officers of the Virginian Railway Co. include William N. Page, president, Ansted, W. Va.; Thomas D. Ranson, vice-president, Staunton, Va.; George H. Church, treasurer, 44 Wall street, New York.

CHICAGO TO MOBILE.

A Combination Which May Be Made Would Also Include St. Louis.

The acquirement of an interest in the Mobile, Jackson & Kansas City Railroad Co. by B. F. Yoakum, chairman of the executive committee of the Rock Island system, which controls the Frisco system and the Chicago & Eastern Illinois Railroad, has been followed by a report that plans are being considered for connecting the Chicago & Eastern Illinois with the Mobile road. The southern terminal of the former is at Jopka, Ill., on the Ohio river, and it is proposed to build a line southward from that point to Middleton, Tenn., which is the northern terminus of the Mobile, Jackson & Kansas City Railroad. There would also be a line from

the Chicago & Eastern Illinois road at Johnston City into St. Louis for the purpose, it is said, of hauling fuel from the coal fields of Williamson county, Illinois. To carry out this plan about 250 miles of track would have to be built. There is also talk of building a line from Laurel, Miss., on the Mobile road, to New Orleans, although it is said that a trackage arrangement may be made with the New Orleans & Northeastern Railway between those points.

The formation of such a line as described might be followed by an abandonment of the plans of the Frisco system to build a low-grade railroad from Memphis to New Orleans on the west side of the Mississippi river. At present it seems no decision has yet been reached by the officers of either the Chicago & Eastern Illinois road or the controlling committee of the Mobile road as to these plans. If they are carried out it is probable that considerable sums would be expended for improvements in addition to the funds required for new construction. It is said that President H. I. Miller of the Chicago & Eastern Illinois has made an inspection trip over the Mobile, Jackson & Kansas City road.

New Equipment.

The Mobile & Ohio Railroad is reported to be in the market for 40 locomotives and 2000 freight cars.

The Missouri, Kansas & Texas Railway is reported to be getting prices on 3000 freight cars.

The Mobile, Jackson & Kansas City Railroad proposes, it is said, to purchase 1500 freight cars.

The Missouri Pacific and Iron Mountain system is receiving 100 locomotives and 9000 cars that were ordered last year.

The Anniston (Ala.) plant of the Western Steel Car & Foundry Co. built 547 cars, it is stated, during February. It now has orders for several months ahead.

The Atlantic Coast Line has filed an equipment agreement covering recent orders for 100 locomotives and 3333 cars. The report that the company would purchase 2000 more cars is denied.

The Missouri, Kansas & Texas Railway is reported to have ordered 15 additional locomotives from the American Locomotive Co., making 32 now ordered.

The Tremont & Gulf Railroad has ordered 60 logging cars from the Marshall Car & Foundry Co. of Marshall, Texas, and two 10-wheel locomotives from the Baldwin Locomotive Works, Philadelphia.

The St. Louis & San Francisco Railroad has ordered from the Baldwin Locomotive Works 45 locomotives as follows: 25 consolidation, 10 10-wheel engines and 10 switching engines.

The Central of Georgia Railway has ordered 15 consolidation locomotives from the Baldwin Works, delivery to be made in August.

The Louisiana & Arkansas Railway has ordered 300 box cars, it is reported, from the Barney & Smith Car Co., Dayton, Ohio.

The Missouri Pacific Railway is reported to have recently ordered 750 stock cars from the American Car & Foundry Co.

The Missouri Southern Railway has ordered 10 flat cars from the Ryan Car Co.

Bennettsville & Cheraw.

President J. J. Heckert of the Bennettsville & Cheraw Railroad writes from Bennettsville, S. C., to the MANUFACTURERS' RECORD confirming the previous report as to projected betterments. He says:

"The first work we will do in this line is to get the present roadbed, 14 miles in length, from Kollock's, on the Seaboard, to this place, in thoroughly good condition. We also purpose putting new equipment,

in the way of passenger coaches, on this line.

"We will commence an extension of 25 miles in length inside of the next 30 days. This extension will run from this place, paralleling the Pee Dee river to a point about five miles below Brownsville and very close to the Marion county line. This extension will take in the small towns of Blenheim, Drake and Brownsville. The only connection with other roads at present will be with the Seaboard at Kollock's and with the Coast Line at this place.

"The country traversed by the extension will be one of the richest in the South in the way of farm products. It will split the large cotton plantations of Marlboro county, which are conceded to be the best in South Carolina.

"As to construction, that will be done by ourselves, and not by contract."

Llano, Estacado & New Mexico.

Mr. W. M. Massie of Floydada, Texas, writes the MANUFACTURERS' RECORD concerning the railroad which he is interested in promoting and says that the corporation is known as the Llano, Estacado & New Mexico Railway Co., and it proposes to build an early connection with the southern extension of the Pecos & Northern Texas Railway, which runs from Canyon City, Texas, and is now in operation as far as Plainview, Texas; also to connect soon with the proposed Panhandle Short Line Railroad, which is to be built southward from Hereford, Texas.

Mr. Massie further says that the Llano, Estacado & New Mexico Railway will probably be the first railroad for Floydada, the county-seat of Floyd county. This town, he says, is situated in the heart of a very rich prairie country that is rapidly developing as a fine farming and stock-raising region. Westward from Floydada the line will run through level rich prairie land, and the cost of grading will be light, with but little expense for bridges.

To Improve Freight Service.

Mr. A. H. Plant, comptroller of the Southern Railway Co., announces that the company has established a force of traveling freight claim agents, each of whom will be assigned to a certain territory and who will travel therein continuously, visiting the local agents of the company and the company's patrons for the purpose of securing prompt handling and settlement of all fair and honest loss damage and overcharge freight claims against the company, and also to secure the highest efficiency of local agents in the handling of freight and in their dealings with the public. Other improvements along these lines are also sought.

Improvements at Raymond.

Mr. R. F. Shedden, Atlanta, Ga., informs the MANUFACTURERS' RECORD that the new line just opened by the Central of Georgia Railway from Atlanta via Newnan and Greenville to Columbus, Ga., intersects with the line from Griffin, Newnan, Carrollton and Chattanooga on certain properties of which he is jointly owner. The railroad has built a depot named Raymond and established there night and day operators. There is a coal chute 800 feet long, and, in addition to the line, side-tracks have been built on part of the right of way, which is 200 feet wide for a distance of half a mile.

Fredericksburg Terminal.

Mr. Temple D. Smith, Fredericksburg, Texas, sends the MANUFACTURERS' RECORD information concerning the proposed Fredericksburg Terminal Railroad. This line is to run from Fredericksburg southward to a connection with the San An-

tonio & Aransas Pass Railway, 24 miles. At present 17 miles are graded and seven miles ungraded. It is estimated that it will cost \$185,000 to complete the line, including a tunnel about 1000 feet long. It is stated that under a recent decree of the district court this uncompleted line was given to the people of Gillespie county. The maximum grade is 2 per cent, and the maximum curvature eight degrees. Only one bridge is required, consisting of one span of 100 feet. Mr. Smith says that it is desired to hear from responsible people who have reliable arrangements for carrying out any plans they may submit to complete the railroad.

Light Locomotives.

The American Locomotive Co. has issued another pamphlet describing some of its products, this publication being devoted to light locomotives, using steam or compressed air, according to their design. These engines are adapted for the use of contractors, mine operators, lumbermen, planters, etc., and for a wide range of service on light rails and poor roadbed. The book contains 31 illustrations of different patterns of locomotives, and their dimensions are presented on opposite pages. The address of the company is 111 Broadway, New York.

Railroad Notes.

The line of the Pensacola Electric Co. between Pensacola and Fort Barrancas has been completed and is now in operation.

The Rock Island, it is reported, has put a gasoline motor car in operation on its Arkansas division between Higginson and Searcy, Ark.

The Automatic Train Protection & Signal Co. has been incorporated at Berryville, Va., by Marshall McCormick and Dr. M. Griffith of Berryville, and C. W. S. Turner of Middleburg.

The Santa Fe is reported to be replacing its bridges on the San Angelo branch in Texas with heavier structures. The Missouri Valley Bridge Co. is now erecting a new steel bridge across a bayou near Brownwood, Texas.

The new shops which are to be erected at Macon, Ga., by the Central of Georgia Railway will, according to the quoted statement of an official, cost nearly \$1,400,000, and they will employ over 600 hands.

The City Council of Yazoo City, Miss., has let a contract to the Sanders-Johnson Company of Vicksburg to build and equip the Yazoo City Street Railway. The line will cost complete \$50,000, and will be over three miles long. It is to be in operation in July.

A letter to the MANUFACTURERS' RECORD says that the chief promoter of the proposed railway from Florence, Ala., to Caruthersville, Mo., is I. H. Dungan of Humboldt, Tenn. The line will be known as the Tennessee Western Railway. T. A. Lancaster of Lexington, Tenn., is also interested.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

Brick, Roofing Tile, Etc., for Africa.

David Pinto de Moraes Sarmiento, mechanical engineer, Loanda, Southwest Africa:

"I want catalogues issued by manufacturers of brick and roofing tiles, tiles for drainage, tiles for pavements, etc. I also want a book on the manufacture of tiles for pavements."

MINING

NORTH CAROLINA GOLD.

Active Operations in a Number of Properties.

Editor Manufacturers' Record:

Referring to the article, "Gold in the South," in your issue of February 14 by Mr. C. O. Bartlett, with editorial statistics, I beg to submit some additional statistics and to call attention to the successful application and operation at the Catawba mine in North Carolina of the new cheap washer method called the "modern pulverizer and concentrator" in the recovery of a high percentage of both the fine and coarse gold as applied to the low-grade softer decomposed or oxidized free gold-bearing slate or schistose ore formations or saprolites, clays and gravel formations, and to the consequent interest in this class of gold property, as evidenced by the examination and purchase of a number of such properties in North Carolina within the last few months by Northern or Western people, as well as to the prospecting or operating of other mining properties.

Reports of the existence and production of gold in the Southern States antedate the Revolutionary War. Jefferson in his "Notes on Virginia" in 1782 mentions the finding of a 17-pennyweight gold nugget in Virginia, and the first United States mint returns from North Carolina appear in 1793, although the first mention of any specific find of gold is of a 17-pound nugget discovered in Cabarrus county, North Carolina, in 1799.

An estimate compiled from production reports of the United States mints, published in North Carolina Geological Survey of 1897, gives the production of gold and silver in the Southern States from 1799 to 1897 as \$45,881,115, of which North Carolina is credited with \$21,830,528; Georgia, \$16,380,213; South Carolina, \$3,810,277, and Virginia, \$3,214,234, the balance being from Alabama, Tennessee and Maryland. The total estimated Southern production to 1907 is \$49,000,000. The largest gold nugget of record, weighing 28 pounds, was found in North Carolina in 1803, as noted in "Emmons' Geology of North Carolina" of 1856.

United States mints were established previous to the discovery of gold in California in 1848 and the Civil War; at New Orleans, La.; Dahlonega, Ga., and Charlotte, N. C., to purchase and coin the Southern gold, which was practically all the gold produced in the United States up to 1848. These mints are still maintained, the two latter as United States assay offices and for the purchase of gold.

Gold was also extensively coined between 1831 and 1857 by the Betchler family at Rutherfordton, N. C. Their \$1, \$2.50 and \$5 gold coins are now quite rare.

Most of this gold was produced from washing the stream gravels, surface formation and soft-vein material in pans, sluice-boxes or rockers, and some hydraulic mining, and the milling of the free gold oxidized "brown" ores of the quartz and slate or schistose veins by the slow crude drag mill (Arrastra) or Chilian (stone grinding) mill methods.

Development and production from greater depth on the quartz veins, which in many locations show as well as opened, as good prospects in Western and other mining districts, has been largely retarded by individual ownership of the land and by the sulphide of iron and copper (carrying most of the gold in mechanical or chemical combination) encountered below water-level in most of the veins and the want of necessary accessible custom smelters for their cheap marketing or profitable treatment.

The stamp-mill method has not, as a

rule, been successful, largely on account of the slimes in the ores, in saving a profitably high percentage of the fine gold in the soft or decomposed free-milling massive low-grade slate or schistose ore formations or saprolites, which vary in width from 20 feet to several hundred feet, and in average value from 50 cents to 60 cents to \$2 and \$3 or higher per ton, the oxidized portions of these veins, often extending 25 feet to 200 feet above surface water-level, allowing them to be mined by cheap open-cut mining (or quarry) work.

The large loss of fine gold in the former milling or washing of these formations has been overcome by the new "modern pulverizer and concentrator" washing method in practice at the Catawba mine. Starting with only one washer, for the past year there have been four washer machines in successful operation at the Catawba mine, North Carolina, handling a stated quantity of 300 tons per 10-hour day of decomposed schistose formation of stated average gold yield value of only 60 cents per ton, at under 15 cents cost for open-cut mining and washing per ton, with a saving or recovery of 90 to 95 per cent. of gold values, much of the gold being of the finest variety.

The washer is an improvement on the old "Snodgrass washer," adapted by the management at Catawba mine to the practical treatment of greatest quantity of schistose and placer formations with minimum power cost and quantity of water. It is a combined disintegrator, pulverizer, concentrator and scourer or washer, and saves a high percentage of fine or flour gold.

The machinery consists of two iron concaves with heavy lids, the first and second machines measuring 18 and 12 feet in length, respectively, and through each washer extends a revolving shaft, to which are bolted projecting blades arranged spirally. The first shaft is geared to make 150 to 250 revolutions per minute, the second 100 to 150 revolutions. A coarse-mesh screen is operated between the two washers, with a fine-mesh screen at foot of the smaller one, the discharge being over 60 feet length of well riffle boxes. The gold-bearing material is introduced in a flow of water at the head of the larger washer. The rapidly-moving washer blades quickly pulverize the material not already disintegrated. The revolving screens remove any coarse or hard rocks, which are disposed of by a belt conveyor. The weekly clean-ups show that the highest percentage of gold is recovered in the first washer. Quicksilver is only used in the riffles and in collecting the gold in clean-ups.

The daily 10-hour capacity of one machine, consisting of two washers, is 75 to 100 tons, requiring 75 gallons of water per minute and 15 horse-power to operate, though 25 horse-power is recommended. The price for the machine, including shafting and pulleys, has been from \$1500 to \$1750 as manufactured at Chattanooga, Tenn., but it is expected that the price may be reduced. Under ordinary conditions as to accessible water supply, one of these washer plants of 75 to 100 tons daily capacity can be installed and put in operation in the South for \$5000, and with open-cut mining the material mined and washed for from 25 to 35 cents per ton, and at less cost if worked in larger quantity.

By the addition, at comparatively slight further expense, of the necessary crushing machinery ahead of the washers, the harder types of schistose ore formations should be cheaply and successfully treated by this washing method.

The recent interest and examination resulting in investment in North Carolina gold properties is largely due to the Catawba washer operations. In Randolph

county the "Sawyer and Contrane" gold-mining property of 900 acres has been bought by the Sawyer Mining M. & R. Co. of Indiana, Pa., which installed a washer and is now preparing to increase its plant and to add a cyanide plant for its richer ores.

The "Vuncannon" gold property, in the suburbs of Asheville, N. C., has been bought by Chicago parties, who have placed a washer on it; also the "Spoon" gold-mining property, eight miles east from Asheville, has been bought by New York parties, and the "Davis Mountain" gold-mining property, near Asheville, by Pennsylvania parties, who, with a stamp mill, are installing a washer. The Werrill mine, a low-grade free-gold formation showing \$1 to \$1.50 per ton average value as opened, some two miles from the Sawyer mine, has been taken up by Pittsburg and Pennsylvania parties, who have ordered and propose installing a washer plant. "The Bingham mine," within two miles of Asheville (vein and placer) is being examined by Pennsylvania parties; also the "Buckeye" low-grade mine, seven miles south of Asheville, and the "Gollyhorn mine," in the same section, is said to have recently been purchased by one of the Catawba mine owners; also part of the "Aldred mine" by Philadelphia people.

In Montgomery country the Moore gold-mining property has been purchased by Reading (Pa.) parties, and the "Carter mine" is also reported as purchased by Pennsylvania parties. The Russell gold-mining property, a low-grade schistose ore formation, was bought more than one year ago by the Whitney Company of Pittsburg, Pa., which has other large mining holdings in North Carolina which it will doubtless operate when its large water-power is developed. The "Iola mine," near Candor, N. C., has been in profitable operation for several years on a high-grade free-milling ore with a 20-stamp mill and a cyanide plant for tailings. Most of the ore is free milling in this mine at depth of over 300 feet.

In Moore county the "Dry Hollow" gold-mining property has been opened and acquired by Western and Baltimore people, who have organized a company to operate it, and the Moore property has been opened up by a North Carolina party, showing a large body of free gold-bearing schistose ore.

In Burke county the Golden Valley property has been purchased by the Gold Valley Mining Co. of Pennsylvania, which is installing a washer.

A number of other properties, principally placer or schistose, are either being prospected, developed or examined with the view of placing, operation or purchase.

It is believed that a number of mining properties now idle or too low grade for profitable operation by milling or cyanide methods will through the washer method become regular producers, as anything over \$1 average free-gold value in these saprolite or schistose formations, where open-cut mining can be practiced, should pay well if worked in quantity by the new washer method.

E. W. LYON.

Greensboro, N. C.

George's Creek Coal.

A report of coal shipments from the George's Creek and Cumberland field for 1906 shows that 7,188,037 tons were mined, an increase over the production for 1905 of 961,353 tons. Of the total tonnage mined in the George's Creek field 3,865,334 tons were shipped over the Cumberland & Pennsylvania Railroad, 512,162 tons over the George's Creek & Cumberland Railroad and 2,810,541 tons over the West Virginia division of the Western Maryland Railroad. Of the above tonnage the Cumberland & Penn-

sylvania Railroad delivered 3,022,296 tons to the Baltimore & Ohio Railroad at Cumberland, Md., and Keyser, W. Va.; 430,328 tons to the Pennsylvania Railroad at Cumberland, 199,505 tons to the Chesapeake & Ohio Canal at Cumberland, while 213,205 tons were used locally or included in the surplus. The George's Creek & Cumberland Railroad delivered 88,027 tons to the Baltimore & Ohio Railroad, 300,327 tons to the Pennsylvania Railroad, while the remainder was delivered to the Western Maryland Railroad and used for local traffic or included in the surplus. Of the tonnage over the West Virginia division of the Western Maryland Railroad, 541,067 tons were delivered to the Baltimore & Ohio Railroad, 189,617 tons to the Pennsylvania Railroad, and 972,221 tons to the Western Maryland. The remaining 1,107,636 tons were used locally, manufactured into coke and included in the surplus. The coke production of the West Virginia field amounted to 395,241 tons, manufactured from 592,862 tons of coal.

Cumberland Basin Coal Co.

Plans are being perfected for the development of the coal land owned by the Cumberland Basin Coal Co., the purchase of interests in which was recently referred to by the MANUFACTURERS' RECORD. The company has about 10,000 acres of land near Barreville, Allegany county, Maryland, and extending into Somerset county, Pennsylvania, which adjoins Allegany county. Its coal deposits are said to include a big vein nine to ten feet thick and large quantities of a four-foot vein; fire-clay and timber also abound, and will be given attention in due time. The company will provide improvements for a new mining town and install modern machinery for a daily output of coal up to 2000 tons, which will be doubled later on. The new town will be known as Pamosa, and it will have water-works, electric plant, modern miners' cottages, etc., the power plant being designed not only to light the town, but to furnish electricity for operating the company's machinery. Mr. David Williamson, for several years foreman for the American Coal Co. at Barton, Md., has been named superintendent of the Cumberland Basin Coal Co.'s operations at Pamosa. The MANUFACTURERS' RECORD announced in JANUARY the purchase of large interests in the Cumberland Basin Coal Co. by W. DeL. Walbridge, president of the American Coal Co., No. 1 Broadway, New York, and his associates, and the property will be managed from that office.

Copper Development.

The Southwestern Copper Co., 227 West Commerce street, San Antonio, Texas, recently incorporated with a capital stock of \$10,000, advises the MANUFACTURERS' RECORD that it is opening a mine about one mile from Sierra Blanca, Texas, and expects to install mining equipment to cost about \$10,000. The company states that it has struck a deposit of copper ore running 10½ per cent. copper and one ounce of silver to the ton, with some gold and iron. It is in the market for a 25-horse-power gasoline hoist, wire rope, buckets, mining machinery, etc., all correspondence to be addressed to F. W. Thornwell, Sierra Blanca, Texas. Officers of the company are Messrs. B. W. Hammond, president and treasurer, San Antonio, and F. W. Thornwell, vice-president and superintendent.

Coal and Coke.

Capitalists of Cleveland, Ohio, have recently incorporated the Letcher Coke & Railway Co., with a capital stock of \$2,000,000, for the purpose of mining coal

and manufacturing coke in Eastern Kentucky. It is announced that the company has acquired 16,000 acres of coal lands in Letcher county, and will construct 500 coke ovens, together with a branch railroad 15 miles in length to connect with its property. Officers of the company are Messrs. J. J. Phillips, vice-president and general manager of the Cleveland & Pittsburgh Coal Co., president, and James Dunn, Jr., secretary and treasurer. Its offices will be in the Garfield Building, Cleveland, Ohio.

To Increase Ore Production.

It is reported that the Southern Steel Co. of Gadsden, Ala., will increase the production of its brown-ore mines near Cartersville, Ga., from about 500 to 2000 tons per day. Development work will be in charge of Mr. George P. Thornton, who will have his offices at Cartersville. Mr. Charles P. Perin, 30 Pine street, New York city, chairman of the board of directors of the Southern Steel Co., has recently inspected the mining and manufacturing properties of the company in the Birmingham district and in other localities.

New River Loading.

February loading in the New River district amounted to 428,375 tons of coal, carried by 8969 cars. Of the total number of cars loaded, 5087 were for tide-water. The coke loading amounted to 704 cars, shipped from the following points: Quinimont, 50; Beechwood, 19; Stone Cliff, 15; Macdonald, 76; Turkey Knob, 44; Collins, 100; Harvey, 96; Fire Creek, 31; Fayette, 9; Ansted, 118; Rush Run, 35; Brooklyn, 45; Kaymoor, 66.

Mining Notes.

State Geologist E. R. Buckley of Missouri was in Joplin, Mo., last week making preliminary arrangements for the American Mining Congress, which will be held in Joplin in the fall.

A report from Louisa, Ky., states that the Kentucky Cannel Coal Co. has begun the shipment of 5000 tons of cannel coal to Spain, to be used for gas purposes at Cardiff and Barcelona.

The new coal pier erected at Newport News, Va., for the Chesapeake & Ohio Railway at a cost of \$300,000 has been completed and is now in operation. It is 850 feet long and has an annual capacity of 1,600,000 tons of coal.

The Mt. Morgan Coal Co., Inc., of Bristol, Va.-Tenn., has been incorporated with an authorized capital stock of \$220,000. Officers of the company include Messrs. W. T. Underwood, vice-president, Lexington, Ky.; J. N. Sharpe, secretary, Williamsburg, Ky., and M. H. Maury, general manager, Williamsburg, Ky.

Needs Gin and Cotton Warehouse.

The MANUFACTURERS' RECORD is informed that a cotton gin and cotton warehouse is needed at Raymond, Ga., and that those who may be interested can address S. M. Carson, 210 English-American Building, Atlanta, Ga., or W. E. McGee, Sharpsburg, Ga., for information. Manufacturers of cotton gins are especially invited to correspond.

Wants Phosphate-Mining Equipment

The F. S. Royster Guano Co. of Norfolk, Va., advises the MANUFACTURERS' RECORD that it has purchased phosphate property in Florida and will begin development operations at an early date. The company states that it will be in the market for all kinds of machinery necessary for this work.

The steamer Brantwood from Chill arrived at Mobile, Ala., last week with a cargo of nitrate of soda.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

National Wholesale Lumbermen.

The National Wholesale Lumber Dealers' Association held its annual convention last week in Washington, D. C. President Lewis Dill read his annual report to the association and reviewed the wholesale lumber industry for the past year. He referred to pending litigation before the Interstate Commerce Commission relating to car shortage, and stated that the matter is proceeding satisfactorily, at the same time expressing the belief that the outcome will meet the necessities of the lumbermen. He stated that the business of the association is increasing, and that trade between the several divisions is satisfactory. Secretary E. F. Perry made his annual report and referred to the methods that have been used in order to promote harmony in the trade of the association and to settle disputes without the tedious and expensive methods of litigation. Other reports were read by Messrs. F. E. Parker, chairman of the board of managers of the bureau of information; M. M. Wall, chairman committee on hardwood inspection; George M. Stevens, Jr., chairman committee on fire insurance; W. W. Knight, chairman committee on terms of sale; M. S. Tremaine, chairman committee on special membership; Horton Corwin, Jr., chairman committee on membership, and by W. G. Frost, chairman committee on arbitration. Mr. Gifford Pinchot, chief of the forestry division of the United States Department of Agriculture, explained the purposes of the administration toward the question of forest reserves. The committee on legislation, in its report by F. S. Underhill, favored the establishment of a government harbor at Gulfport, Miss., and stated that the rivers and harbors bill provided for the establishment of the port, as well as for its maintenance. The report stated that it is not clearly demonstrated whether the trouble lumbermen have in securing cars is with the equipment of the railroads, trackage or terminal facilities. The report of the committee on forestry was made by George F. Craig, who expressed confidence in the forest service to satisfactorily solve the forest problems that now face the country. Mr. John N. Schatchard delivered a memorial address in memory of Pendennis White, president of the association from 1902 to 1904, who died last May. The following officers for the association were elected by the board of trustees: President, J. M. Hastings, Pittsburg; first vice-president, C. H. Prescott, Cleveland; second vice-president, George F. Craig, Philadelphia; treasurer, Fred W. Cole, New York; secretary, E. F. Perry, New York.

Gulfport Creosoting Plant.

An important acquisition to the industrial progress of Gulfport, Miss., is the creosoting plant recently erected by the Gulfport Creosoting Co., which incorporated several months ago with a capital stock of \$100,000. The plant is located on Bayou Bernard and Turkey creek, four miles north of Gulfport, with an outlet in barges through Bayou Bernard to the Gulf, and connections with the Louisville & Nashville Railroad, the Gulf & Ship Island Railroad and the pier at Gulfport. It is in full operation, and has capacity of 1,500,000 feet, board measure, per month. Its equipment consists of two cylinders 7 feet in diameter and 120 feet long, with a third cylinder 7 feet in diameter and 96 feet long. This cylinder is used in the Rueping process of creosoting, in which an air pressure is first put on the wood and is followed by a creosote

pressure. When this pressure is released, after the oil has thoroughly penetrated the wood, the spare creosote is returned to the cylinder, leaving about five pounds per cubic foot in the wood. It is stated that tests made by the Bureau of Agriculture shows an increase of from 3 to 20 per cent. in strength from the use of this process, and with the reduction in oil, together with the shorter time consumed in treatment, makes it cheaper and better for general purposes. The principle of the process is that the wood to be treated must be air-seasoned from three to six months before treatment. The plant is also equipped to use the full-cell process of creosoting. To facilitate handling timbers it is provided with an electric traveling crane of five tons capacity, having an 85-foot span and a speed of a long runway of 500 feet per minute. Officers of the company are Messrs. J. T. Jones, president, and R. S. Manley, secretary and treasurer. The plant is under the management of R. S. Manley.

South Mississippi Lumbermen.

The South Mississippi Lumbermen's Association met at Hattiesburg, Miss., on March 8 with an attendance said to be the largest the association has ever had. President J. F. Wilder called the meeting to order and read his annual address, in which he detailed the general conditions of the business for the past year, referring especially to the lumber industry in Mississippi. Secretary W. C. Rodgers made his financial report to the association. The car situation was discussed at some length, and a committee appointed to confer with the New Orleans & Northwestern Railroad with reference to securing a better car supply. The subject of arranging a new price-list was also considered, but no action taken. It was decided to engage a paid secretary for the association, but final action was deferred, the association adjourning for a week and a committee being appointed to investigate and report as to the form of organization necessary to existing conditions. President Wilder was re-elected.

Big Turpentine Plant.

Col. Sam Park of Beaumont, Texas, and Newton R. Wilson of Monterey, Mexico, president and vice-president, respectively, of the Industrial Lumber Co. of Beaumont, are reported as organizing a company for the purpose of establishing a large turpentine distilling plant in Louisiana. It is understood that the Industrial Lumber Co. has conveyed to the new company the turpentine rights on 60,000 acres of pine timber lands in Calcasieu, Vernon, Rapides and St. Landry parishes, Louisiana, and that the proposed plant will be located at Elizabeth, a new town on the Jasper and Eastern extension of the Santa Fe Railway. The capitalization of the new company, it is stated, will be from \$100,000 to \$500,000, and work on the construction of the plant will begin immediately.

Turpentine from Mill Refuse.

The Emporia Manufacturing Co. of Emporia, Va., wants to communicate with manufacturers of turpentine from mill refuse—slabs, edge strips, board ends and sawdust.

Extensive Timber Purchase.

Mr. Z. W. Whitehead of Wilmington, N. C., secretary of the Town Creek Railroad & Lumber Co., is reported to have purchased for himself and other interests several thousand acres of heavily-timbered lands in the lower part of Brunswick county. The property is estimated to cut 48,000,000 feet of lumber, and will, it is stated, increase the holdings of the Town

Creek Railroad & Lumber Co. to about 150,000,000 feet of standing timber. It is understood that the timber will be developed at an early date. The purchase price is reported at approximately \$75,000.

For Dealers in Dogwood.

Mr. J. B. Smith of Booth, Ala., wants to correspond with dealers in dogwood.

Lumber Notes.

Madison county, Alabama, is shipping large quantities of cedar timber at this time.

During February 178 building permits were issued in San Antonio, Texas, representing an estimated value of \$163,175.

Messrs. Robert M. and J. H. Smith of Parkersburg, W. Va., are reported to have purchased the timber on 25,000 acres of land in Louisiana.

A trainload of cross-ties was recently shipped to the Baltimore & Ohio Railroad at Baltimore, Md., by L. J. Merriman of Wilmington, N. C.

The National Association of Box Manufacturers, which recently held its annual meeting at Cleveland, Ohio, will meet next February at Chattanooga, Tenn.

The Woodstock Hardwood & Spool Manufacturing Co. of Charleston, S. C., has been awarded a contract for bobbins for the United States navy-yard at Boston, Mass.

The Builders' Exchange of Jackson, Tenn., has appointed delegates to the State convention of contractors, subcontractors and material dealers, which meets in Memphis on March 25.

The North American Realty Co. of Winfield, La., has been incorporated with a capital stock of \$100,000 to deal in timber and manufacture lumber. Officers of the company are Messrs. M. M. Fisher, president; C. P. Mathis, vice-president; P. C. Moseley, secretary; P. K. Abel, treasurer, and L. Siess, general manager.

Completing Big Power Plant.

A dispatch from Great Falls, S. C., makes some interesting references to the water-power-electrical plant which the Southern Power Co. of Charlotte, N. C., has been building. It states that water was turned through the gates on March 11, and summarizes further facts as follows:

"The company began construction in August, 1905. It took eight months to finish the dam at Mountain Island and one year on the concrete wall at the power-house. The dam at the power-house is 10 feet wide at the top, 80 feet wide at the base and 105 feet high. It is 650 feet long from hill to hill. There are 100,000 cubic yards of masonry in both walls. In the power-house are two direct-current generators and eight alternating-current generators, and 40,000 horsepower will be developed. Mr. W. S. Lee, Jr., vice-president and chief engineer of the company, expects to be ready to deliver power inside of two weeks. The power will be conveyed on a tower line."

Will Furnish 3000 Horse-Power.

The stockholders of the Savannah River Power Co. held their annual meeting at Anderson, S. C., on March 9. At the close of the meeting it was announced by the officers that the company's water-power-electrical development at Gregg Shoals is approaching completion, and will be prepared to furnish electricity for lighting and power purposes in April. About 3000 horse-power is being developed, but only about 750 horse-power will be ready for distribution next month. Mr. H. A. Orr was re-elected president of the company.

MECHANICAL

Irwin Skylight Construction.

In problems of modern factory construction, especially those pertaining to the textile industry, the question of skylight-

experience of some 35 years, and are claimed to be giving universal satisfaction. The improved form of the Irwin construction extends the gutter just outside of the glass rest to prevent the condensation from escaping any other way than through the

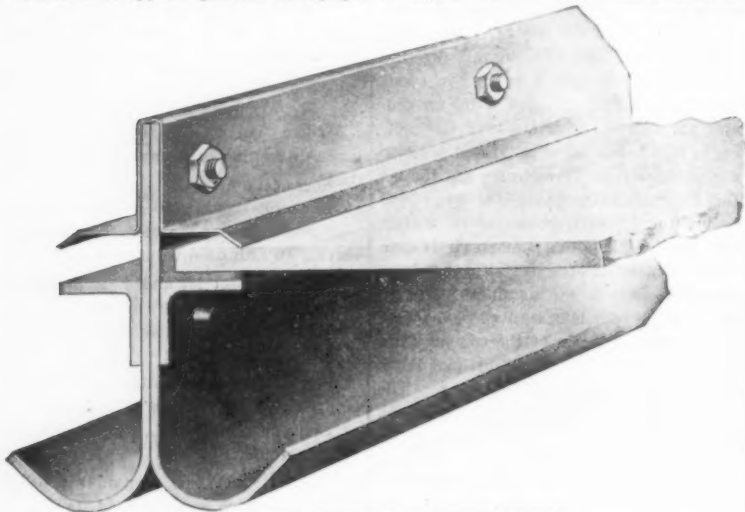


FIG. 1.—IRWIN SKYLIGHT CONSTRUCTION.

ing is one involving more or less study to dispose of satisfactorily.

The general problem of the amount of skylighting and placing peculiar to each situation is worked out with little difficulty, but experience has taught that all manner of precaution must be taken to assure full satisfaction.

A large area of glass has immense possibilities for condensation if the air within the building is materially laden with moisture, and drippings from the lights are not only likely to prove a discomfort, but a source of injury to machinery or product. Again, the large areas of glass are subject to extreme changes of temperature, not simply with the seasons, but through every 24 hours. The unequal expansion and contraction of the glass and metal frame make it difficult to maintain joints sufficiently tight to exclude the elements without endangering the glass to cracking. The peculiarities of glass cannot be changed, therefore the only means of overcoming the troubles is the frame which supports it. It is here the manufacturer has devoted his energies. Three accompanying illustrations pertain to the skylight construction of the Thos. W. Irwin Manufacturing Co., Allegheny, Pa.

A first principle in the Irwin system is the adherence to standard gauges and templates for all parts, which means much in obtaining of water-tight, secure and compact structures. Various designs are manufactured to meet the widely different requirements that will be met with in various situations. In general the aim is to provide simple construction and material which will be light, strong and durable. There are three distinct styles of skylight—the comb, hipp and flat—which may be divided into a great number of shapes adapted to almost every circumstance. In one form the Irwin skylights are made in what is known as flat or drop in skylights, a construction without curbs or valleys, always permitting water to pass over the glass with its accompanying cleansing effect. When great lengths of buildings are to be equipped this style of light is preferable, as it will admit of unlimited extension. Another aim is to provide fireproof construction, for which reasons the materials of the frames are entirely of metal to make the construction fire and water resisting.

The two points most frequently in dispute among skylight makers are the form of condensation gutters and method of securing glass. Those which are advocated by the Irwin Company are based on an

proper channels. Provision is made for carrying off the condensation from the inside.

It has been contended by some that puttyless skylights are superior to all others. The Irwin Company takes the opposite position, asserting that the majority of puttyless skylights reserve only a space of

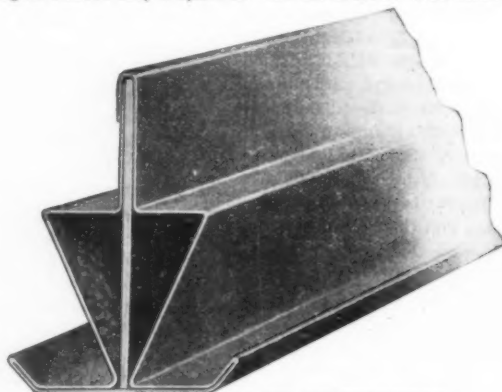


FIG. 2.—IRWIN SKYLIGHT CONSTRUCTION.

one-eighth inch for a glass rest, and that there is not one sheet of glass in a hundred that is perfectly level, all being inclined to be wavy in form. For these reasons it is considered best to bed the glass in putty to provide a safe, proper and efficient water-tight rest.

Aside from the proper imbedding of the glass to eliminate strain and breakage, another special feature in the Irwin system is the allowance made for the expansion and contraction of the metal. The glass is cut small enough to give sufficient play between the upper ridges at the bars and prevent conflict during expansion and contraction. The joints are then covered with copper caps secured to the upper ridges. This insures a constant covering for the joints, and at the same time allows a free movement during expansion and contraction.

In Fig. 1 is shown what is called the Irwin improved structural-iron skylight bar. The bars are made of No. 14 open-hearth full cold-rolled reannealed iron, with $\frac{3}{4} \times \frac{3}{4} \times \frac{1}{2}$ -inch angles securely riveted to them upon the glass rests, well bedded in pure putty. The large condensation gutters, which project well past the glass line, do not, however, cut off any of the light. The caps, curbs and cross-bars are made of 16-ounce cold-rolled copper or galvanized iron, and brass bolts are used exclusively throughout the construction. On sizes up to 12 feet an intermediate purlin is not necessary.

A second form of bar, shown in Fig. 2, is used in Irwin's improved copper skylight, and has been given the name of the Carnegie bar from its use in the Carnegie Library, Pittsburgh, Pa., where over 143,000 square feet of skylight area was constructed. The bar is made in 16-ounce cold-rolled copper, with a one-eighth-inch core plate of black iron in the center. The caps, curbs and cross-bars are also copper. When desired the Carnegie bar is also furnished in No. 24 galvanized iron, strengthened with a core plate of black iron, this bar being designed for use when purlins are spaced eight feet apart or more. A cheaper construction is obtained with the same style of bar omitting the core plate. This style can be used on spans of eight or nine feet without the introduction of intermediate purlins.

A third form of bar is shown in Fig. 3, this being known as the Midvale bar, from its use in skylight construction for the Midvale Steel Co., Nicetown, Philadelphia, Pa. It is made of No. 18 galvanized iron, and is designed for use in 10 to 12-foot lengths without the additional or intermediate purlins. A very similar bar is made of No. 24 or No. 26 galvanized iron, and is considered an improvement on the old construction manufactured by many in the trade. A notable feature is the extension of the condensation gutters beyond the line of the glass rest, which prevents any leak from the condensation flowing toward the bar when the roof lines are out of level. Two other cheaper forms

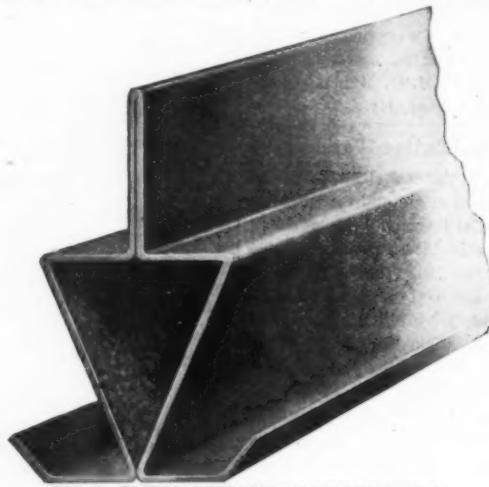


FIG. 3.—IRWIN SKYLIGHT CONSTRUCTION.

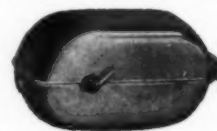
tion being left to the purchaser. The ribbed glass has an advantage in diffusing the light, and the wire guards against the falling of pieces in the event of the glass becoming broken. This is particularly an advantage where fireproof construction is sought, in that it helps to re-

sist the advance of a fire through the skylight openings.

Notable among the buildings or plants using the Irwin skylights, other than those already mentioned, are the Westinghouse Electric & Manufacturing Co. and the Westinghouse Machine Co. of East Pittsburgh, in the first of which 125,242 feet is used, and the second 75,000 square feet; the Lorain Steel Co., Johnstown, Pa., using a total of 6348 square feet; the Colorado Fuel & Iron Co., Pueblo, Col., having 50,000 square feet of Irwin Skylight; the Allis-Chalmers Company's West Allis Works, Wisconsin, 80,000 square feet; the Baltimore Railway Specialty Co., Corning, N. Y., 3967 square feet; the train shed of the P. & L. E. R. R., Pittsburgh, Pa., 54,000 square feet, and the Baltimore & Ohio Railroad roundhouse at Glenwood, Pa., having 6606 square feet of Irwin skylight.

Stanley Self-Chalking Line.

Illustrations are presented herewith of the Stanley self-chalking line, open and closed. The interior arrangement of the device, consisting of a reel containing 35 feet of best four-ply line, which passes



STANLEY SELF-CHALKING LINE—CLOSED.

between two discs of chalk when the line is pulled out for use. There is a hole in the hinge end of the cover through which the line passes. On the end of the line is a brass ring by which to draw it out of the case. After using, the line is wound on the reel by the use of the winding



STANLEY SELF-CHALKING LINE—OPEN.

handle. New chalk can be added by removing the spring washer on the spindle. The case and interior metallic parts are made of cold pressed steel. When the cover is closed it is held shut by a spring clasp. The device is three and three-quarter inches long, one and seven-eighths

inches high and one and one-quarter inches wide, being a convenient size to carry in the pocket. It is referred to by the manufacturer as having no complicated mechanism which might get out of order, as absolutely reliable, as snapping the line accurately and straight in one-

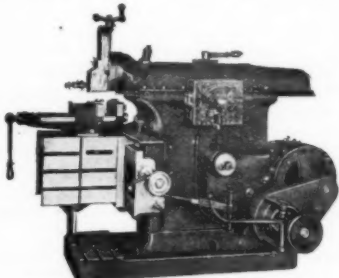
quarter the time required in the usual way, and as lasting for years.

The Parsons-Stanley Manufacturing Co., 927 North 11th street, Philadelphia, Pa., is the manufacturer.

New Motor-Driven Shaper.

An illustration herewith shows a very interesting application of a General Electric continuous-current motor to a high-speed quick-stroke 24-inch shaper recently manufactured by Gould & Eberhardt of Newark, N. J., for the National Tube Co., Lorain, Ohio.

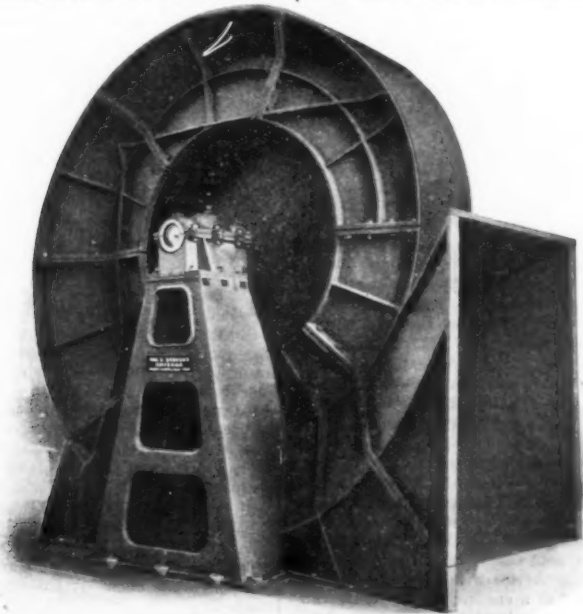
As will be seen, the motor is mounted on the back of the main column of the shaper,



NEW MOTOR-DRIVEN SHAPER.

thus making it integral with the tool, and at the same time keeping it well up with the floor, where it will be protected from dirt or sweepings. The compact cylindrical construction of the motor adapts it well to the machine, so that a symmetrical unit results. Power is transmitted to the main shaft of the shaper through a Morse silent chain.

One of the particular features of interest in this electrically-driven tool is found in the fact that the motor is not stopped and started each time that the tool itself is stopped or started. The motor may run continuously, and by means of the long, curved lever, shown at the right of the view, a clutch is thrown in or out, as occasion requires, thus giving perfect control of the cutting-head without the strain or



STEVENS CENTRIFUGAL MINE FAN.

shock involved in starting and stopping the motor instantaneously.

A very desirable feature in connection with the clutch is the mechanical brake, which enables the cutting-head to be brought to rest almost instantly during any portion of the stroke.

The arrangement for governing the transverse feed of the table is ingenious and effective, as is also the means for supporting the table on the extended base when heavy work is being machined.

The General Electric Co. of Schenectady, N. Y., builds the motor.

Stevens Centrifugal Mine Fan.

An accompanying illustration will interest managers of mines. It shows the Stevens centrifugal fan, described as follows:

"The Stevens fan is an improved type, combining the highest efficiency with economy in operation. It is constructed entirely of steel and iron, and is therefore absolutely fireproof. The fan wheel is so designed and enclosed that the air passes through the fan without concussion, thus avoiding loss of power and obtaining the highest efficiency, whether operated at a low speed under ordinary conditions or at a high speed when the resistance to the air within the mine is increased.

"The length of the shaft bearing is about four times the diameter of the shaft, thus making an ample wearing surface. The bearing itself is a ball and socket pivotal type, which secures perfect alignment of the shaft in cases of any unequal settling of the fan foundation. Perfect lubrication is secured by a double chain oiling device. The bearing is also water-jacketed for emergencies.

"The side housings of cast iron or steel rest upon a plain rectangular foundation of either concrete, brick or stone. The spiral space is enclosed with sheet steel firmly riveted to the side housings. Before shipment the fan is erected in the shop and the wheel perfectly balanced to run without danger of vibration or breakage, our object being to construct a fan so strong and durable which on account of its very high efficiency may be operated at a low speed under ordinary conditions or safely operated continuously at a high speed in cases of emergency.

"The Stevens fan is furnished in sizes to meet special conditions and requirements, the smaller sizes being adapted to the modest requirements of small mines, or they may be used as high-speed machines. For larger quantities of air, or for overcoming unusual resistances, Stevens fans 10 feet in diameter or over are

recommended. They are low-speed fans, and will furnish as much air at the same speed as common type fans of double their diameter.

"The Stevens fan may easily be made reversible, the reversing materials consisting of the necessary walls of steel, concrete or brick, doors, shutters and evase chimney so arranged that the air may be quickly reversed and forced into or drawn out of the mine. This is a very important feature in emergencies.

"The Stevens fan may be operated by any kind of power, either directly con-

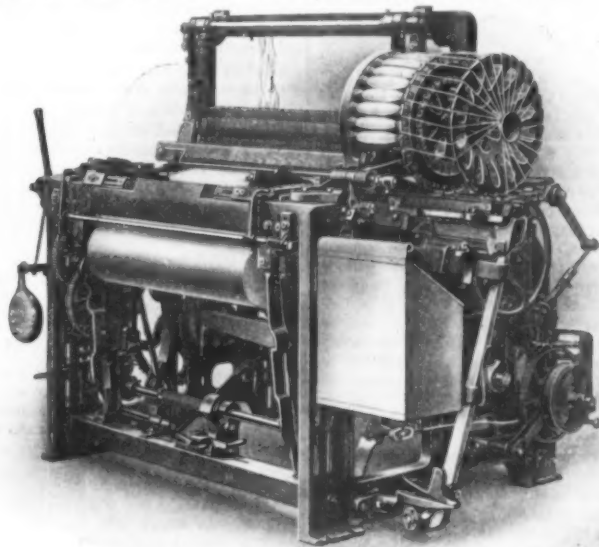
nected to the fan shaft or it may be connected by gearing, silent driving chain, belt or rope. With sizes less than 10 feet in diameter direct connection is not recommended."

Write for specifications and prices, giving dimensions of airways, quantity of air required or acreage of coal field, with number of men and mules employed.

Address Ira E. Stevens, Old Colony Building, Chicago, Ill.

Draper I-Model Loom.

Managers of mills using weaving machinery will be interested in the accom-



DRAPER I-MODEL LOOM.

panying illustration of the Draper I-Model loom, manufactured by the Draper Company of Hopedale, Mass.

This new design is intended for use on the same line of goods as the Draper E-Model. The manufacturer started with the fundamental idea of allowing the use of a larger warp beam to diminish the expenses attending the drawing in of warps and the starting up of new warps at the loom.

Incidental changes are as follows: Sword can be removed without moving rocker-shaft; pick-arm cannot hit sword when lug-strap breaks; whip-roll can be set lower than on E-Model; larger pick-arm gives easier pick; pick shaft is of stronger design; pick-shaft boxes cannot move; front boxplates are secured by bolts; more room for cloth roll; new binder-finger adjustment; new shaft boxes; stiffer loom sides; more weight; let-off arm is bolted to sword; larger feet; special beam pockets can be used, and general adaptability to modern attachments.

Fox Adjustable Dado Head.

It is generally a saw of some type or other that is used for cutting a piece of wood in two. The same principle is involved in cutting a groove, except that the saw kerf is extra wide and the piece is cut only partially in two. Thus, for grooving work a dado head made only of saws is adapted.

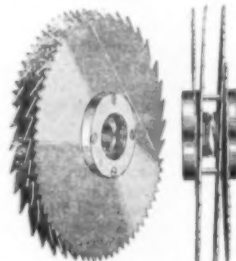
The Fox adjustable saw dado head has been made with an idea of furnishing a satisfactory head which would embody the requirements, and it is illustrated herewith.

No. 1 type of head is constructed with two cut-off saws for cutting down the side walls of the groove and having two wobble saws between the two straight cut-off saws for removing the center. The right-hand cutting-off saw and the right-hand wobble saw are bolted to the same collar; thus they always keep in the same relative position. The left-hand cut-off and the left-hand wobble saw are also bolted

to a collar in the same way. These collars are threaded on the inside, and the right and left-hand pairs of saws are connected by a sleeve or center which has right and left-hand threads on the outside for fitting inside the collars. The center of the sleeve is bored to fit the saw arbor on which it is to run. By turning this sleeve the space between the two wobble saws is made larger or smaller, thus varying the width of the head for different widths of cut. Each head will cut from any given width to twice that width, giving the greatest range furnished with any perfectly adjustable head.

It can readily be seen that the matter of adjustment is such that any width can be handled within the range of the head. It is not limited to jumps of one-sixteenth or one-eighth of an inch. It is always self-contained and can be adjusted with ease.

The manufacturer of this dado head claims it will cut an absolutely smooth groove with flat bottoms, free from ridges



FOX ADJUSTABLE DADO HEAD.

and perpendicular side walls, cutting either with or across the grain on either hard or soft wood. It is also claimed the machine can be stopped, the width of groove altered and the machine be running again at changed width of groove inside of 30 seconds.

The Fox Machine Co., 273 North Front street, Grand Rapids, Mich., is the manufacturer.

Industries Wanted at Glasgow, Ky.

Among the Southern cities which are progressive in industrial enterprise is Glasgow, Ky. Just at present this city needs especially a cannery, a woodworking plant, a broom factory and an overall manufactory. Particulars regarding the advantages for these industries can be obtained by addressing the Commercial Club, W. D. Dickinson, secretary.

Fire-Brick and Fire-Clay.

The Cypress Lumber Co. of Apalachicola, Fla., wants prices on fire-brick and fire-clay delivered at Apalachicola in car-load lots.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

ALABAMA.

Alliceville, Ala.—Cotton Compress.—A company is being organized with \$30,000 capital stock to establish cotton compress. W. B. Semerville, J. Murphy Summerville and J. A. Buntin are interested.

Birmingham, Ala.—Architectural Stone and Brick Plant.—Birmingham Architectural Stone & Brick Co., recently organized, will establish plant to manufacture architectural art stone, concrete blocks, cement brick, roofing tile and all kinds of building material. Isaac T. Houser is president; offices at Fifth avenue and 35th street.

Birmingham, Ala.—Hardware.—Powell-Collins Hardware Co. incorporated with \$5000 authorized capital stock. Bolling B. Powell is president and R. L. Collins secretary-treasurer.

Birmingham, Ala.—Coal-barge Line.—It is understood that the Tidewater Development Co. will have completed within six months and put in operation its plans for carrying coal by barges from the coal fields of the Warrior River and Birmingham districts down the Warrior and Tombigbee rivers to Mobile, Ala., and to New Orleans. This company contemplates building steel barges and towboats to be operated in fleets. It owns coal mines in Alabama, and proposes to transfer its output by electric railway to terminals near Tuscaloosa. It will build terminals at New Orleans and Mobile. Other particulars of this company's proposition have been detailed previously. J. M. Dewberry is president.

Birmingham, Ala.—Sewer-pipe Works.—Southern Sewer Pipe Co. will erect an addition and install new machinery in order to provide for doubling its manufacturing facilities.

Birmingham, Ala.—Iron Mines.—Morris Mining Co. is reported as planning to double its output of iron ore, now about 500 tons daily.

Birmingham, Ala.—Foundry Plant.—Southern Pipe & Foundry Co. is considering an

increase in capital stock by \$100,000 and is to increase its manufacturing capacity.

Gadsden, Ala.—Iron and Steel Works, Coal and Iron Mines, etc.—It is reported that the Southern Steel Co. has appropriated \$1,000,000 for further betterments to its rod and nail mills and for further developments at its various coal and iron mines. E. T. Schuler is president; New York offices at 30 Pine street.

Gadsden, Ala.—Lumber Plant.—Roxie Lumber Co. incorporated with \$10,000 capital stock by W. E. Lucy, M. S. Fullington, Fred Lucy and W. T. Fullington.

Guntersville, Ala.—Water-works.—Contract will be let April 2 for constructing water-works. D. Isbell is Mayor.*

Mobile, Ala.—Coal-handling Terminals.—Tidewater Development Co., J. M. Dewberry, president, contemplates building coal-handling terminals for export purposes, about 250,000 tons of coal to be handled annually. (See item under Birmingham, Ala.)

Mt. Vernon, Ala.—Sawmill.—Mt. Vernon Pump & Lumber Co. incorporated with \$25,000 capital stock. A. P. Smith is president, R. B. Martin vice-president, J. C. A. Shippelman secretary-treasurer and A. McMurray general manager.

Prentice, Ala.—Sawmill.—King Lumber Co. will erect sawmill with a daily capacity of 50,000 feet. Capital stock has been increased from \$50,000 to \$200,000. E. E. Cain is secretary-treasurer.

ARKANSAS.

Arkadelphia, Ark.—Woodworking Plant.—Arkadelphia Roller Mill Co. has decided to build a planing and woodworking mill, with stove mill, barrel factory and sawmill in connection.

Benton, Ark.—Stave Mill.—Reported that E. R. Norton of Owelsville, Ark., will establish stave mill.

Black Springs, Ark.—Sawmill.—Black Springs Lumber Co., reported incorporated February 28 with \$50,000 capital stock, will erect a sawmill with a daily capacity of 50,000 feet.

Eureka Springs, Ark.—Mining.—Eureka Springs Mining Co. incorporated with \$25,000 capital stock by John D. Jordan, M. W. Swope, T. W. Hines, J. O. Melone, W. H. Thompson and others.

Fitzhugh, Ark.—Cotton Gin.—Incorporated: Fitzhugh Gin Co., with \$5000 capital stock, by J. G. Humelson, R. K. Fitz, J. H. Snapp and B. F. Spraddlin.

Fordyce, Ark.—Land Improvement.—Jennings Land Improvement & Mercantile Co. incorporated with \$25,000 capital stock by W. M. Jennings, W. M. Galloway, Turner Harris, Wesley Webb and others.

Fort Smith, Ark.—Plumbing.—Standard Plumbing Co. incorporated with \$25,000 capital stock by W. A. Cruce, C. B. Whiteside and E. C. Bracht.

Little Rock, Ark.—Land Improvement.—Hawthorne Land Co. incorporated with \$100,000 capital stock by John F. Boyle, John F. Boyle, Jr., John E. Cates, Morehead Wright and others.

Little Rock, Ark.—Street Improvements.—Memphis Asphalt & Paving Co., Memphis, Tenn., has received contract at \$1.96 per square yard for paving West 9th street with asphalt, aggregating about 25,000 square yards. Entire cost will be about \$43,000. Gutters at sides of street will be of brick, 16 inches wide.

Osceola, Ark.—Dam Construction.—Arrangements are reported as being completed for damming the Osage river at a cost of \$25,000. The Monegan Springs Company can probably give information.

Russellville, Ark.—Gas Plant.—William Brooks has secured franchise for furnishing city with gas. Mr. Brooks is drilling for gas in Polk county near Russellville and has leases on 7000 acres of land upon which he is prospecting.

Yellville, Ark.—Machine Shop.—J. C. Peden, Bellamy, Ala., will establish machine shop in North Yellville.*

DISTRICT OF COLUMBIA.

Washington, D. C.—Paving.—J. W. Dare, assistant engineer of highways, 1028 8th street N. W., has prepared plans for resurfacing Pennsylvania avenue from 6th to 15th street, for which the Brennan Construction Co., foot of 31st street N. W., has contract; work to cost about \$110,000.

FLORIDA.

Florida—Phosphate Mines.—F. S. Royster Guano Co., Norfolk, Va., has purchased phosphate property in Florida and will arrange at once for its development.*

Florida—Chemical Plant.—Chemical Development Co. incorporated with \$150,000 capital stock by G. W. Cottrell, Guslow von Steimen, Julian W. Taylor, Richard Harburger and others, all of Cleveland, Ohio.

Jacksonville, Fla.—Manufacturing Plant.—Florida Bag Manufacturing Co. will erect a two-story brick building 55x150 feet for bag factory. J. R. Bliven is architect.

Monticello, Fla.—Cement Plant.—E. B. Bailey contemplates erecting cement plant; machinery to be operated by water-power.*

Monticello, Fla.—Cotton Gin.—S. Henderson will establish plant for ginning Sea Island cotton.

Palatka, Fla.—Concrete-block Factory.—Palatka Concrete & Stone Co. has been organized by Drs. H. R. and G. E. Estes, Robert James and H. M. Fearnside.

Plant City, Fla.—Water-works and Sewerage System.—City has voted affirmatively the issuance of \$25,000 of bonds for water-works and \$5000 for sewerage system. Address The Mayor.

White Springs, Fla.—Telephone System.—Suwannee Power Co. has been organized by N. Johnson, H. F. Hudson and A. W. Jackson to operate metallic system of 100 phones.

GEORGIA.

Acworth, Ga.—Water-works.—City contemplates constructing water-works. Address The Mayor.

Amsterdam, Ga.—Tobacco Farm.—I. H. Weaver of Lancaster, Pa.; W. J. Lukaswitz of Dayton, Ohio, and Theodore Sternaman of Milwaukee, Wis., have purchased the tobacco farm of Shaw Bros. Company and will erect buildings for packing and shipping their own tobacco to New York direct. It is proposed to organize company with \$125,000 capital stock.

Athens, Ga.—Furniture Factory.—Reported that a furniture factory will be established, and C. J. O'Farrel is promoting the enterprise.

Atlanta, Ga.—Mining Company.—Southern Mines Syndicate will be incorporated with \$300,000 capital stock and privilege of increasing to \$1,000,000 by J. L. Murphy, O. D. Booth and E. E. Pomeroy.

Atlanta, Ga.—Boiler and Sheet-Iron Works, J. J. Finnigan & Co., 22 Means street, have about completed repairs to plant recently damaged by fire and are now overhauling the machinery.

Atlanta, Ga.—Flour Mill.—Liberty Mills of Nashville, Tenn., contemplates erecting branch flour mill.

Atlanta, Ga.—Concrete-machinery Plant.—Atlanta Concrete Machinery Co. incorporated with \$5000 capital stock and privilege of increasing to \$50,000 by P. C. Schultz and John S. Owens.

Atlanta, Ga.—Bridge Construction.—Reported that the Southern Railway will shortly begin the construction of a 75-foot ferro-concrete bridge at Brookwood to cost \$21,500. C. H. Ackert, Washington, D. C., is vice-president and general manager.

Augusta, Ga.—Fertilizer Factory.—Armour & Co. (main office, Chicago, Ill.) is reported as completing arrangements for making proposed enlargements to plant, installing mixing plant, acid tanks, etc., in conjunction to addition to fertilizer factory. This season the plant had a capacity of 1500 tons, which it is proposed to increase by 5000 tons. About \$400,000, it is stated, will be expended.

Brunswick, Ga.—Electric-light and Power Plant.—Reported that Joseph M. Roman of Atlanta, Ga., and associates have applied for franchise to build electric-light and power plant.

Cartersville, Ga.—Iron Mines.—Reported that the Southern Steel Co. is arranging for improvements at its iron mines, increasing the capacity from about 500 tons daily to 2000 tons; main office, Gadsden, Ala.; New York office, 30 Pine street. Charles P. Perin is chairman of board of directors.

College Park, Ga.—Electric-light Plant, Sewerage and Water-works.—Solomon-Norcross Co. & Hall-Ilges Co., associated engineers, 1622 Candler Building, Atlanta, Ga., have been commissioned to make surveys, maps and estimates for installing electric-light plant, sewers and water-works; cost \$40,000 to \$60,000.*

Columbus, Ga.—Electric-light Plant.—City will vote July 12 on a \$100,000 bond issue for building electric-light plant. M. M. Moore is City Clerk.

Columbus, Ga.—Street Paving.—Contract will be let March 20 for constructing about 45,000 square yards vitrified brick or bituminous street paving. W. C. Campbell is superintendent of public works. L. A. Camp is chairman of streets and sewers.*

Commerce, Ga.—Water-works.—Preliminary surveys are being made for establishing water-works system. As soon as the survey is completed and estimates on the probable cost are secured the city will consider the issuance of bonds for the installation of the plant. Address The Mayor.

Elberton, Ga.—Street Paving.—City will vote April 15 on the issuance of \$20,000 of bonds for extending pavement of streets. Address The Mayor.

Elberton, Ga.—Cotton Compress.—Elberton Cotton & Compress Co. has, it is reported, purchased site and let contract for the erection of \$40,000 cotton compress.

Florida, Ga.—Electric Plant.—W. T. Smith & Co., it is reported, will install electric plant.

Lagrange, Ga.—Opera-house.—R. E. Hawkins will erect opera-house with a seating capacity of 1000. Furnace, electric fans, etc., will be installed.

Macon, Ga.—Water-power Electrical Plant. Bibb Power Co. (reported incorporated February 14 with \$100,000 capital stock and privilege of increasing to \$500,000) has completed organization with W. J. Massee, president; J. C. Walker of Marshallville, Ga., vice-president; John T. Moore, treasurer; M. F. Hatcher, secretary, and Charles F. Howe of Milledgeville, Ga., chief engineer. The company proposes developing water-powers on the Flint, Oconee and Ocmulgee rivers, obtaining about 50,000 horse-power for transmission by electricity, supplying power to manufacturing enterprises, operating inter-urban railway, in which the stockholders of the power company are interested, etc. Lockwood, Greene & Co., Boston, Mass., have been engaged to prepare plans and specifications. Bibb Power Co. offices are located in the Grand Building, Macon.

Pelham, Ga.—Barrel Factory.—Cannon & Co. of Cairo, Ga., will erect a barrel factory.

Raymond, Ga.—Cotton Gin and Warehouse. It is proposed to establish gin and cotton warehouse. Address S. M. Carson, 210 English-American Building, Atlanta, Ga., or W. E. McGee, Sharpsburg, Ga.*

Savannah, Ga.—Railroad-repair Shops.—Central of Georgia Railway Co. has not completed plans for building repair shops previously mentioned. T. S. Moise is general manager.

KENTUCKY.

Albany, Ky.—Oil Wells.—W. L. Perkins, I. G. Long, S. G. Smith and E. Bertram are organizing company to drill for oil.

Bowling Green, Ky.—Furniture Factory.—Bowling Green Furniture Manufacturing Co. incorporated with \$15,000 capital stock by Edgar A. Greer, J. E. Hutton and W. M. Ridgway. Site has been purchased on which to locate plant, and it is proposed to erect two-story factory building 50x100 feet, two-story brick dry-kiln 25x66 feet and two-story warehouse 40x40 feet. Building now on site will be equipped as finishing-room.

Bowling Green, Ky.—Reservoir and Filtration Plant.—City is considering the construction of another reservoir and filtration plant costing about \$11,500. Address The Mayor.

Elizabethtown, Ky.—Sumac Factory.—Green Diamond Sumac Co. is completing arrangements for rebuilding at Elizabethtown plant formerly located at Eastview, Ky., and destroyed by fire. It is proposed to erect two-story buildings each 45x30 feet, one building 36x40 feet and one building 40x40 feet; frame and brick construction. About \$15,000 will be invested; capacity 1000 to 1500 tons of sumac. R. W. Hopkins is manager. Address for the present at Eastview, Ky.

Georgetown, Ky.—Building Company.—Georgetown Building Co. has increased capital stock from \$25,000 to \$43,000.

Jeffersontown, Ky.—Creamery.—Jeffersontown Creamery Co. incorporated with \$6000 capital stock.

Letcher County, Ky.—Coal Mines and Coke Ovens.—Letcher Coke & Railway Co., recently incorporated with \$2,000,000 capital stock to manufacture coke in Eastern Kentucky,

has purchased 16,000 acres of coal lands. It is proposed to build 500 coke ovens and construct branch railroad 15 miles long to connect with its property. J. J. Phillips is president and James Dunn, Jr., secretary-treasurer. Company has offices in the Garfield Building, Cleveland, Ohio.

Louisville, Ky.—Carriage Factory.—Moran Carriage Co. incorporated with \$6000 capital stock by M. T. Moran, Edward Farrell and Charles Schmidtmiller.

Louisville, Ky.—Veneer Works.—Kentucky Veneer Works incorporated with \$100,000 capital stock by H. M. McCracken, M. E. Freeman, W. Geiger and others of Louisville and F. I. Brown of Fort Wayne, Ind.

Louisville, Ky.—Baking-powder Plant.—Laver Cake Baking Powder Co. incorporated with \$1000 capital stock by J. J. Stuart and J. and E. Ottenheimer.

Louisville, Ky.—Ice and Cold-storage Plant. Grocers' Ice Co. will erect a three-story brick building at a cost of \$26,000 to be equipped as ice and cold-storage plant.

Louisville, Ky.—Burker-Gaither Company incorporated with \$25,000 capital stock by M. S. Barker, Jr., Thos. R. Gaither and Thos. W. Kennedy.

Madisonville, Ky.—Glass Factory.—Gale-Morrison Glass Co. has purchased 52 acres of land as site for glass factory.

Mayking, Ky.—Coal and Timber Land.—Jesse Beam and associates of Tacoma, Va., it is reported, have purchased 3000 acres of coal and timber lands along Bottom Fork and Pine creek and will probably develop same.

Roxana, Ky.—Timber Development.—Reported that George Hogg has purchased 1000 acres additional timber land in Southern Letcher county, and will arrange for its development.

Summer Shade, Ky.—Telephone System.—Summer Shade Telephone Co. incorporated by W. G. Depp, J. S. Bradley and A. B. Mayfield.

Tyrone, Ky.—Lumber Plant.—Tyrone Lumber Co. has increased capital stock from \$8400 to \$18,300.

LOUISIANA.

Augusta, La.—Sewerage, Water-works and Electric-light Plant.—City is reported to construct sewerage, water-works and electric-light plant. F. S. Hoyt is City Engineer.

Bienville, La.—Business Building.—Loubat Glassware & Cork Co., New Orleans, La., will erect five-story business building.

Cameron, La.—Rice Cultivation.—Hayes Bros. have purchased 2000 acres of land in Fourth ward, which will be planted in rice. Deep wells will be used for irrigating.

Eunice, La.—Sawmill.—Adams-Duson Lumber Co., W. W. Duson, Crowley, La., vice-president, has purchased a tract of timber land and will establish a sawmill for its development. Company now owns about 3000 acres of timber land along the Colorado Southern Railroad near Eunice.

Independence, La.—Cannery.—W. N. Wilson (not Watson as recently mentioned) is president of canning company organized with \$20,000 capital stock.

Jennings, La.—Canal.—Jennings Canal Co., incorporated with \$100,000 capital stock, has purchased the canal of A. D. McFarlain and will install new machinery and make other improvements. E. F. Rowson is president, D. C. Ritchie vice-president and S. J. Johnson secretary-treasurer.

Louisville, Ky.—Laundry.—Ideal Laundry Co. incorporated with \$7500 capital stock by Francis H. Napier, John M. Perkins, Catherine R. Perkins and Lucy Hord.

Monroe, La.—Cotton-rope Mill.—The establishment of a cotton-rope mill is contemplated. Power plant is available, but the manufacturing machinery has not been purchased. E. W. Anderson, secretary Monroe Progressive League, can give information.*

Napoleonville, La.—Planting and Mercantile Company.—Chartered: Abraham Klotz Planting & Mercantile Co., with \$100,000 capital stock. A. Klotz is president, Philip Bodenheimer vice-president, Alphonse Well secretary and Edmond D. Klotz treasurer.

New Orleans, La.—Coal-handling Terminals.—Tidewater Development Co., J. M. Dewberry, president, Birmingham, Ala., contemplates building coal-handling terminals. (See item under Birmingham, Ala.)

New Orleans, La.—Molasses Factory.—Geo. J. Glover has contract to erect the five-story building for the Louisiana Molasses Co., costing about \$40,000, for which E. Well was reported January 17 as preparing plans.

New Orleans, La.—Concrete Construction. Crescent Concrete Construction Co. organized with \$50,000 capital stock by William Renaudin, M. T. Elfert, L. A. Deltande, Arthur Leibe, J. F. C. Waldo and associates.

New Orleans, La.—Mining.—Astec Mining Co. incorporated with \$60,000 capital stock by Chas. Q. Freeman, Gordon Bryan, George Legate, H. P. Grall and others.

New Orleans, La.—Power-plant Improvements.—New Orleans Railway & Light Co. contemplates making extensive improvements to power plants.

Roanoke, La.—Oil Wells.—Roanoke Oil Co. incorporated with \$50,000 capital stock to drill for oil.

Shreveport, La.—Riprap and Contracting Company.—Chatwon Bros. Riprap & Contracting Co. incorporated with \$200,000 capital stock.

Shreveport, La.—Lumber Plant.—Saline River Lumber Co. incorporated with \$300,000 capital stock. D. C. Richardson is president.

Shreveport, La.—Mattress Factory.—Queen City Furniture Co., Ltd., referred to last week, will establish mattress factory, build dry-kiln and additional warehouses. About \$25,000 will be invested. R. E. Ratcliff is superintendent. Address P. O. Box 411.*

Southwood, La.—Cane and Cotton Lands.—Southwood-Riverside Plantation Co., Ltd., is being organized with \$150,000 capital stock to operate the Southwood and Riverside plantations, comprising about 4500 acres of cane and cotton lands, recently purchased by W. E. Caldwell, of Louisville, Ky., who will be president of the company. Wm. R. Taylor of New Orleans, La., will be vice-president. It is proposed to build about 40 new houses, construct new fencing during the year and put the plantations in a high state of cultivation. G. W. Kimbro will be manager of the plantation. The main office will be located at Donaldsonville, La.

Winnfield, La.—Planing Mill.—Reported that St. Louis (Mo.) parties have purchased site on which to erect planing mill. G. M. Seldon and W. A. Wright of Winnfield are said to have charge of construction work.

Winnfield, La.—Timber Development and Manufacturing.—North American Realty Co. incorporated with \$100,000 capital stock to deal in and manufacture timber. M. M. Fisher is president, C. P. Mathis vice-president, P. C. Moseley secretary, P. K. Abel treasurer and L. Sless general manager.

MARYLAND.

Annapolis, Md.—Macadamizing.—William E. Feldmeyer has contract at \$16,515.13 for macadamizing certain streets of the city and at Murray Hill.

Baltimore, Md.—Paving.—Municipal Board of Awards, City Hall, has awarded contract to P. F. Reddington & Sons, 321 St. Paul street, for paving Park terrace, between Madison and Druid Hill avenues, at \$3364.21.

Baltimore, Md.—Paving.—Municipal Board of Awards, City Hall, has awarded contract to William M. Elder, 230 St. Paul street, for paving Charles street from North avenue to the northern city limits with bitulithic at a cost of \$140,681.20.

Baltimore, Md.—Power-house, Laundry, etc.—Sisters of Charity, 502 Mosher street, have awarded contract to John Waters, 23 East Centre street, for the erection of proposed one-story concrete power-house, two-story laundry building and three-story living building in connection with St. Vincent de Paul's Orphanage. Structures will cover a site 36x138 feet on Etting street, between Lafayette avenue and McMechen street, and cost about \$35,000.

Baltimore, Md.—Packing Plant.—The Canton Company has awarded contract to B. F. Bennett, 123 South Howard street, for the erection of its proposed four-story packing plant to be erected at 2327, 2329 and 2331 Boston street. The structure will be occupied by W. W. Boyer & Co., 605-607 South Luzerne street.

Baltimore, Md.—Extract Plant.—J. S. Young & Co., Boston and Ellicott streets, have commissioned Charles M. Anderson, architect, 324 North Charles street, to prepare plans and specifications for the erection of power-house and plant to manufacture extracts; one structure to be 219x50 feet, three stories high, with an extension 36x50 feet to present building. Adams & Schwab, 859 Calvert Building, are the engineers for the installation of mechanical equipment.

Baltimore, Md.—Broom Factory.—Atlantic Broom Co. has been incorporated by Albert A. Marshall, Harry A. Prunty, 515 North Jefferson street; Hugh C. Rison, Thomas W. Jenkins, Jr., and Wilson J. Carroll, 915 Equitable Building.

Baltimore, Md.—Suburban Development.—Messrs. T. W. Tongue, 211 St. Paul street; William H. Grafflin, 741 Equitable Building; H. Carroll Brown, Calvert Building; William A. Marburg, Robert Garrett and Thomas J. Hayward have purchased a tract of 236 acres of land, known as Guilford, from the Safe

Deposit & Trust Co., 13 South street, trustee for the A. S. Abell estate. The Guilford Park Company has been organized with William H. Grafflin, president, and H. Carroll Brown, secretary-treasurer, for the development of this property into a residential suburb. According to present plans eight streets will be extended through the tract, with York road the eastern and Charles street the western boundary. There will be a frontage of 53,361 feet on the proposed streets; price for the property was \$1,000,000.

Baltimore, Md.—Substation.—Maryland Electric Railways Co. has awarded contract to C. M. Ellinger, 114 East 25th street, to raze buildings at 708 and 710 West Lombard street preparatory to the erection of a substation to be leased by the United Railways & Electric Co. Baldwin & Pennington, architects, Professional Building.

Baltimore, Md.—Water-power Electrical Developments.—Consolidated Gas, Electric-light & Power Co., represented by S. Davies Warfield, has concluded arrangements by which his company will secure from the McCall Ferry Power Co. electricity for electric-lighting and power purposes. This contract has been pending for some time between the Consolidated Company, represented by L. D. Stillwell, electrical engineer, of New York, and Cary T. Hutchinson, engineer in charge of construction for the McCall Company. It is understood that this contract is for 10 years, with privileges of extension. The McCall Ferry Power Co. is proceeding with the construction of its dam across the Susquehanna river at McCall Ferry, Pa., to develop 100,000 horse-power for transmission by electricity to Chester, York, Lancaster and other cities in Pennsylvania, and to Philadelphia, Wilmington and Baltimore. Other details have been heretofore stated.

Baltimore, Md.—Power-house.—Maryland Electric Railways Co. has acquired a site at Westport to erect power-house.

Baltimore, Md.—Street Improvement.—Topographical Survey Commission will open and macadamize Whiteford street from the Old Frederick road to New Frederick road in the Southwestern Annex; work to be done by the Commissioners for Opening Streets, City Hall.

Baltimore, Md.—Suburban Development.—Owners' Realty Co. has purchased about 350 acres of land on Back river for development purposes.

Baltimore, Md.—Suburban Development.—James Doyle, Sr., has purchased about 10 acres of land at Walbrook for development purposes.

Baltimore, Md.—Chemical Plant.—Fennel Chemical Co. has been incorporated with a capital stock of \$100,000 to manufacture and sell chemicals, etc. Incorporators are Joseph Ayd, 1300 East Monument street; Chas. F. Diehl and K. Eckland, both of Baltimore, and Ralph C. Lupton of Wilmington, Del.

Baltimore, Md.—Jewelry.—Independent Jewelry Co. has been incorporated with a capital stock of \$50,000 by Louis D. Insley, 2108 East Fayette street; Herman Mercl, 1007 North Wolfe street, and E. B. Waples, Wilmington, Del.

Baltimore, Md.—Sash, Door and Blind Factory.—etc.—Henry E. Cook Mill Co. has been incorporated with an authorized capital stock of \$50,000 to manufacture and sell sash, doors, blinds, millwork, lumber, etc. Incorporators are Henry E. Cook, 1062 North Front street; John F. Cook; Matthew J. Dunn, 2116 East Lombard street; Harry E. Karr and Carville D. Benson, 609-15 Law Building.

Berwyn, Md.—Sand-lime Brick Plant, etc.—Columbia Brick Co., 525 13th street N. W., Washington, D. C., has purchased 25 acres of land at Berwyn, containing sand deposits, and will arrange at once for developing same and establishing plant to manufacture sand-lime brick; daily capacity 80,000 bricks. The sand will be conveyed from sand hills to factory by a gravity cable bucket.

Baltimore, Md.—Concrete Reservoir.—Municipal Board of Awards, City Hall, will award contract March 20 for the construction of concrete reservoir at Bay View Asylum, Highlandtown, Md., and for furnishing and laying water pipes, drains, etc., in connection therewith.

Baltimore, Md.—Suburban Development.—John J. Watson, 783 Calvert Building, has purchased from Francis K. Carey, president of the West Boundary Real Estate Co., three lots of ground in Walbrook containing about 1500 front feet. It is intended to build 20 residences on the property.

Baltimore, Md.—Underwear Factory.—Eclipse Manufacturing Co. has been incorporated with a capital stock of \$5000 to manufacture ladies' and children's underwear; incorporators are Alfred and Francis Schieunes, 643 West Franklin street; J. Wat-

kins Ritter, Raspburg, Md.; Louis Bouchat, Euclid avenue, Tuxedo Park, and James F. Thrift, 213 St. Paul street.

Hagerstown, Md.—Storage Tank.—Hagerstown Gas Co. has awarded contract to Bartlett, Hayward & Co., 1403 Continental Trust Building, Baltimore, Md., for building storage tank of 300,000 cubic feet capacity in the southern suburbs of Hagerstown. Sanford & Brooks Co., 15 South street, Baltimore, Md., has contract to drive the 500 pine piles for the foundation of the tank.

Ocean City, Md.—Channel Construction.—Plans are discussed for cutting an inlet near Ocean City connecting waters of the Sinepuxent bay with the Atlantic ocean. A bill recently passed the Legislature authorizing same, and it is proposed to organize company with \$75,000 capital stock to carry out the project. Orlando Harrison, Berlin, Md., is chairman.

Pamosa, Md.—Coal Mining.—Cumberland Basin Coal Co. (referred to February 28 and previously) is preparing to utilize its coal-mining properties to the fullest advantage, as has been planned. Its output will soon be increased to about 2000 tons and in the future to 4000 tons daily, the developments to be promoted by the installation of modern mechanical equipment of various kinds. There will also be installed an electric plant to furnish lighting for the mining town and power for operating the machinery of the mining plants. A water-supply system will also be provided, and numerous miners' cottages, superintendents' dwellings and other buildings will be erected. New York interests, represented by W. deL. Walbridge, president of the American Coal Co., No. 1 Broadway, New York, were referred to in January as purchasing large interests in the Cumberland Basin Coal Co., and the management will be directed from the New York office. David Williamson will be superintendent at the mines.

MISSISSIPPI.

Brooklyn, Miss.—Sawmill.—W. C. Griffin Land Co. has begun the construction of sawmill to have a daily capacity of 125,000 feet.

Edwards, Miss.—Water-works.—City proposes to issue \$20,000 of bonds for the installation of water-works. Address The Mayor.

Leland, Miss.—Planting Company.—McGee-Dean Company has been incorporated with \$50,000 capital stock by B. O. McGee, C. C. Dean, Clyde McGee and others.

Natchez, Miss.—Candy Factory.—Natchez Confectionery Co. incorporated with \$10,000 capital stock by W. A. Adams, W. A. S. Wheeler, C. R. Byrnes and others.

Pascagoula, Miss.—Phosphate Rock Deposits.—C. H. Wood of Moss Point, Miss., will probably develop phosphate rock recently discovered on Greenwood Island, near Pascagoula.

Perkinston, Miss.—Sawmill.—Hurricane Lumber Co. will build a 50,000-foot-capacity sawmill and logging road; total cost \$50,000. All equipment has been purchased.

Yazoo City, Miss.—Power-house, Car Barns, etc.—Sanders-Johnson Company, Vicksburg, Miss., has been awarded entire contract at \$50,000 for the construction, complete, ready for operation by the city, of electric car line, including power-house, car barns, etc.

MISSOURI.

Ash Grove, Mo.—Lime Works.—Ash Grove White Lime Works, it is stated, will rebuild plant reported burned at a loss of \$30,000.

Booneville, Mo.—Water-works Improvement.—City is considering installing a 2,000-gallon pump for water-works; W. A. Sombart, president Board of Public Works.*

Cartersville, Mo.—Sewerage System.—Smith & Funk, Webb City, Mo., are reported as engineers in charge of constructing brick or vitrified-pipe sewer system; cost \$12,000.

Centralla, Mo.—Water-works and Electric-light Plant.—City has voted affirmatively the issuance of \$40,000 of bonds for constructing water-works and \$15,000 of bonds for erecting electric-light plant. (Burns & McDonnell, Dwight Building, Kansas City, Mo., were reported February 7 as preparing plans, specifications and estimates for water-works.) Address The Mayor.

Joplin, Mo.—Mining Company.—Geneva Mining & Leasing Co. incorporated with \$100,000 capital stock by L. W. Chapin, S. L. Wilkins, W. S. Bartlett and others.

Joplin, Mo.—Mining.—Chartered: Colgen Mining Co., with \$48,000 capital stock, by R. D. Rood, M. C. Rood, H. S. Miller and others.

Joplin, Mo.—Lumber Company.—Stewart Lumber Co. incorporated with \$30,000 capital stock by W. A. Wheatley, F. M. Sharp, Sr., H. H. McNeal and others.

Kansas City, Mo.—Mines Company.—Incor-

porated: Prall Mines Co., with \$100,000 capital stock, by G. H. Imbrie, J. L. Fallis, T. A. Betty and others.

Kansas City, Mo.—Power Station.—Metropolitan Street Railway Co. has contracted with Turner Bros., Junction Building, for constructing proposed sub-power station; one story, 62x105 feet; brick and concrete composition.

Kansas City, Mo.—Boiler Works.—Harry Darber, owner Missouri Boiler Works, 504 West 5th street, will erect new plant on site recently purchased.

Kansas City, Mo.—Mining Company.—Prall Mines Co. incorporated with \$100,000 capital stock by G. H. Imbrie, J. L. Fallis, T. A. Betty and others.

Macon, Mo.—Cutlery.—Incorporated: W. E. Jones Cutlery Co., with \$2500 capital stock, by W. E. Jones, P. W. Tutt and J. L. Bridgford.

Paris Springs, Mo.—Bottling Works.—Paris Springs Bottling Co. incorporated with \$60,000 capital stock by E. C. Jones, H. S. Fisher, W. A. Rothman and others.

Richmond, Mo.—Coal Mines.—Ray County Coal Co. incorporated with \$30,000 capital stock by Robert E. Bates, Chas. Crawford, James L. Farris and others.

Rolla, Mo.—Water-works.—Electric, Steam & Engineering Co., St. Louis, Mo., has contract at \$35,931 for constructing water-works referred to February 28.

Springfield, Mo.—Amusement Company.—United Amusement Co. incorporated with \$22,500 capital stock by James T. Neville, F. W. Diemer and R. C. Stone.

St. Louis, Mo.—Coagulating Plant.—Board of Public Improvements has authorized the construction of coagulating plant for clarifying water at pumping station at the Chain of Rocks; cost \$100,000.

St. Louis, Mo.—Elevator and Grain.—Mound City Elevator & Grain Co. incorporated with \$3000 capital stock by K. B. Goodnow, Walter L. Goodnow and Frank Goodnow.

St. Louis, Mo.—Brass Works.—Superior Brass & Manufacturing Co. incorporated with \$10,000 capital stock by John J. Messing, John Coleman and Emil Diehl.

St. Louis, Mo.—Bottling Works.—Empire Bottling Co. incorporated with \$5000 capital stock by Louis Schnellmann, John T. Glus, Joseph Schnellmann, Emil Schnellmann and Joseph Glus to manufacture and deal in carbonated and mineral waters.

St. Louis, Mo.—Mineral Waters.—Chartered: Charles Noel Water Co., with \$30,000 capital stock, by Charles Noel, Walter N. Davis, P. Woodyer and others.

St. Louis, Mo.—Plumbing.—Incorporated: W. L. Clucas Plumbing Co., with \$2500 capital stock, by Wm. L. Clucas, Ruben W. Pavey, Isaac H. Clucas and others.

St. Louis, Mo.—Millinery Specialties.—Crone Flower & Feather Co. incorporated with \$45,000 capital stock by Jacob Crone, Jerome Sonnenfeld, L. Julius McCarthy and Morris Crone.

St. Louis, Mo.—Land Improvement.—Vista Realty & Investment Co. incorporated with \$10,000 capital stock by Wm. Haas, Jas. A. McHugh and Douglas G. Kingsland.

St. Louis, Mo.—Construction Company.—Suburban Construction & Realty Co. incorporated with \$20,000 capital stock by W. H. Mann, J. Emil Dosenbach, August Washer and William Sacks.

St. Louis, Mo.—Heating Specialty Plant.—Brooks Heating Specialty Co. incorporated with \$15,000 capital stock by Stephen H. Brooks, L. Walter Moon, R. Wm. McCollum and others.

St. Louis, Mo.—Bakery.—Heidland Baking Co. incorporated with \$10,000 capital stock by Ernest Heidland, Herman Heidland and Minner Klasing.

St. Louis, Mo.—Construction Company.—J. H. Reynolds Construction Co. incorporated with \$50,000 capital stock by John H. Reynolds, Samuel E. Reaugh and Hector Murry.

St. Louis, Mo.—Sash and Door Factory.—Reed & Steeger Sash & Door Co. incorporated with \$5000 capital stock by Charles A. Reed, Oscar Steeger, Edward Wilke and Conrad H. Mueller.

St. Louis, Mo.—Manganese Mines.—Premium Manganese Mining Co. incorporated with \$100,000 capital stock by Geo. M. Ravold, Charles M. Johnson, H. M. Wilson, E. J. Ravold and others.

St. Louis, Mo.—Manufacturing.—Gregg Manufacturing Co. incorporated with \$11,000 capital stock by James K. Gregg, Charles Morsey and John W. Ball to deal in paints, oils, varnishes, paste, etc.

St. Louis, Mo.—Publishing.—Lesan-Gould Advertising & Publishing Co. incorporated with \$300,000 capital stock by Edward M.

Gould, Harry E. Lesan, Herbert S. Gardner, J. E. Woodman and others.

NORTH CAROLINA.

Beaufort, N. C.—Telegraph and Telephone Systems.—Old North State Telephone & Telegraph Co. incorporated with \$125,000 authorized capital stock by D. P. Bible, J. W. Boon and Forrest W. Bible to acquire and operate electric telegraph and telephone lines.

Boone, N. C.—Electric Plant.—Appalachian Training School, D. D. Dougherty, principal, is considering the installation of small electric plant operated by water-power to light school building.*

Charlotte, N. C.—Cotton Mill.—George A. Howell will establish a mule spinning mill (four mules of 1280 spindles) for manufacturing yarns; reported that machinery has been ordered.

Charlotte, N. C.—Cotton Reeds.—Loom Reed & Harness Co. is arranging to increase the capacity of plant from 200 to 400 reeds daily.

Charlotte, N. C.—Oil Refinery.—It is rumored that Swift & Co., L. A. Carton, treasurer, Chicago, Ill., will establish \$100,000 oil refinery in North Charlotte. It is stated that lard will also be manufactured at this branch.

Charlotte, N. C.—Land Improvement.—Pegram-Wadsworth Company incorporated with \$300,000 capital stock by M. P. Pegram, Chas. F. Wadsworth and others. A tract of land has been purchased, which will be laid off in building lots.

Concord, N. C.—Land Improvement.—Dublin Real Estate Co. has been organized with S. J. Lowe president, R. L. Dick vice-president and John K. Patterson secretary. Company is developing a tract of land, grading 50-foot streets through the property and making other improvements.

Fayetteville, N. C.—Power Plant.—James D. Lalor Engineering Co., Munsey Building, Washington, D. C., is reported as preparing plans for power plant to be constructed by the Fayetteville Railway & Power Co.; brick and steel construction.

Franklin, N. C.—Printery.—W. A. Curtis & Son have established job printing office and will operate as the Franklin Job Printery. All equipment has been purchased.

Henderson, N. C.—Furniture Factory.—Williams & Welt Furniture & Supply Co. incorporated with \$25,000 authorized capital stock by W. P. Williams, S. A. Williams and W. P. Welt.

Kings Mountain, N. C.—Sash, Door and Blind Factory.—A company has been organized to establish sash, door and blind factory. Part of the machinery has already been installed; new equipment will also be added. W. A. Ridenhour is president, D. C. Mauney secretary-treasurer and H. F. Peterson manager-superintendent.

Lexington, N. C.—Street Improvements.—City is completing arrangements for macadamizing streets, for which \$40,000 of bonds were reported February 7 to be issued; Gilbert C. White, Durham, N. C., engineer.

Raleigh, N. C.—Garage and Machine Shop.—W. H. Brewer is having plans prepared by Frank B. Simpson for garage and machine shop, 50x105 feet, three stories high and equipped throughout with pneumatic tools. Beneath the basement of building will be a gasoline storage tank for handling gasoline in large quantities.

Raleigh, N. C.—Printing Plant.—Commercial Printing Co. incorporated with \$25,000 authorized capital stock by J. W. Weaver, Murray Allen and R. I. Barnes.

Raleigh, N. C.—Milling Plant.—Raleigh Milling Co. has increased capital stock from \$40,000 to \$65,000. E. T. Oliver is president.

Reldsville, N. C.—Broom Factory.—P. H. Neal of the Neal Hardware Co. contemplates establishing broom factory.*

Shelby, N. C.—Cotton Mill.—Incorporated: Belmont Cotton Mills, with capital stock of \$120,000, by Charles C. Blanton and others.

Shelby, N. C.—Water-works and Sewerage.—City has voted affirmatively the issuance of \$150,000 of bonds for water-works and sewerage referred to February 7. J. L. Suttle is Mayor.

Town Creek, N. C.—Timber Land.—Reported that the Town Creek Railroad & Lumber Co., Z. W. Whitehead, Wilmington, N. C., president, has completed the purchase of several thousand acres of heavily-timbered lands in lower Brunswick county, estimated to cut 48,000,000 feet of lumber. Purchase price is said to be \$75,000.

Wilson, N. C.—Fertilizer Factory.—Contentnes Guano Co. incorporated with \$50,000 capital stock by S. A. Woodard, P. L. Woodard and Graham Woodard.

Winston-Salem, N. C.—Vehicle Works.—Winston Vehicle Co. has awarded contract to J. W. Burge to construct four-story factory building 60x124 feet, plans for which have been prepared by Smith, Carrier & Northrup. J. O. White is president and Henry Roan secretary of company. (Winston Vehicle Co. was reported incorporated January 31 with \$125,000 capital stock by Mr. White and associates to take over the plant of White & Baynes.)

SOUTH CAROLINA.

Bennettsville, S. C.—Water-works, Sewerage and Street Improvements.—City is reported to vote on \$35,000 water-works, \$25,000 sewerage and \$10,000 street-improvement bonds. Address Mayor Hodges.

Camden, S. C.—Sewerage System.—City will vote March 18 on the issuance of \$50,000 of bonds for the installation of sewerage system. Address The Mayor.

Columbia, S. C.—Hardware.—Stewart-Suydam Hardware Co. incorporated with J. W. Stewart president and John Fisher treasurer; capital stock \$3000.

Columbia, S. C.—Fire Alarm and Telegraph Wires.—Garren Electric Co. has contract at \$4692.35 for putting under ground the municipal fire alarm and police telegraph wires.

Converse, S. C.—Furniture Factory.—Chartered: Turner-Setzler Furniture Co., with \$6000 capital stock. Isaac Turner is president and A. H. Setzler treasurer.

Goldville, S. C.—Cotton Mill.—Banna Manufacturing Co. incorporated with capital stock of \$75,000. Geo. M. Wright is president and J. P. Matthews treasurer.

Greenville, S. C.—Cotton Hoeing and Cultivating Machine Plant.—Harris Cotton Hoeing & Cultivating Machine Co. is being organized with \$15,000 capital stock to establish plant for the manufacture of a cotton hoeing and cultivating implement recently invented by W. A. Harris. Machines to be sold this year will be manufactured at the Mountain City Foundry and Machine Works, but the new company expects to have its own plant in operation by next year. T. F. Hunt is president and treasurer, Joseph P. Pool vice-president and R. B. Roland secretary.

Greenwood, S. C.—Furniture Company.—Incorporated: McKellar-Graham Furniture Co. with \$10,000 capital stock. B. F. McKellar is president and H. A. Graham treasurer.

Greer, S. C.—Cotton Mill.—Victor Manufacturing Co. is reported as arranging space for the installation of 6000 spindles. Its present equipment is 52,480 spindles and 1340 looms.

North Augusta, S. C.—Knitting Mill.—Paul P. Bush and George W. Greene of Williston, S. C., are reported as to establish a knitting mill.

Rock Hill, S. C.—Land Development.—Catawba Real Estate Co. has been reorganized with \$100,000 capital stock with J. M. Cherry as president and James S. White as secretary-treasurer. The new company is formed by a merging of Mr. White's interests with the old former Catawba Real Estate Co. and controls over \$200,000 worth of property, which will be further developed.

Spartanburg, S. C.—Automobile Company.—Spartanburg Automobile Co. chartered with \$5000 capital stock. F. L. Bryant is president and treasurer.

Spartanburg, S. C.—Power Plant.—Reported that Geo. H. Cutting & Co., 11 Foster street, Worcester, Mass., have contract to build power-house and chimney for the Paco Manufacturing Co.

TENNESSEE.

Athens, Tenn.—Table and Chair Factory.—Company mentioned February 7 as being formed to establish table and chair factory has secured the lath factory of Arthur Prather, which will be remodeled and equipped with the necessary machinery. It is also proposed to erect other buildings. J. L. Emerson will be president, J. W. Bayless vice-president, J. B. Boggs secretary-treasurer and general manager.

Chattanooga, Tenn.—Printery.—MacGowan-Cooke Printing Co., Inc., will enlarge printing, engraving and bookbinding plant and add the manufacture of advertising merchandise and leather goods, also loose-sheet binders of all kinds.*

Cleveland, Tenn.—Road Improvements.—Bradley county is arranging to issue \$35,000 of road-improvement bonds. Address County Clerk.

Hartsville, Tenn.—Hoop Factory.—J. M. Marshall is arranging for the erection of hoop factory.

Jackson, Tenn.—Timber Land, Woodworking Plant, etc.—J. Rose of Kane, Pa., has purchased several hundred acres of timber lands in Madison county for development.

It is proposed to build a sawmill and plant for the manufacture of crates and other wooden articles.

Memphis, Tenn.—Supplies.—Turnage Supply Co. incorporated with \$5000 capital stock by J. C. Turnage, W. E. Polk, J. T. Wilson, W. S. Hornsby, Lola Turnage and W. S. Hornsby.

Memphis, Tenn.—Cider and Vinegar Factory.—F. B. Young has contract to erect building for cider and vinegar factory for W. L. Burgle; cost \$5300.

Memphis, Tenn.—Water-works.—City Water Commission, Wert Willis, chairman, will let contract at once for \$100,000 auxiliary water plant referred to February 14.

Memphis, Tenn.—Building Company.—Taylor & Norris Building Co. incorporated with \$12,000 capital stock by M. S. Miller, C. F. Spinning, W. C. Paul, M. Cerf and H. H. Bonner.

Morristown, Tenn.—Knitting Mill.—Morristown Knitting Co. is reported as to build another mill.

Morristown, Tenn.—Lumber Plant.—Jones-Marshall Lumber Co. incorporated with \$25,000 capital stock by A. D. Marshall, Jr., J. E. Brading, C. L. Marshall, K. P. Jones and O. R. Marshall to continue the enterprise of C. D. Mater. Building 60x130 feet will be erected.

Nashville, Tenn.—Lumber Plant.—Rock City Lumber & Manufacturing Co. incorporated with \$50,000 capital stock by J. B. McDonald, I. L. Pendleton, J. T. Christman, J. G. Dean and G. W. Dodson to manufacture all kinds of housefurnishing material. Company has leased the plant of I. N. DeHart and will expend several thousand dollars in improvements. An additional two-story building 60x70 feet will be erected at once and equipped with new machinery. Company succeeds the McDonald Lumber Co.

Nashville, Tenn.—Car-building Shops.—H. McDonald, chief engineer Nashville, Chattanooga & St. Louis Railway, states there is no truth in the report mentioned March 7 that an addition will be built to car-building department.

Shelbyville, Tenn.—Rock Quarry.—Dr. F. B. Reagor and associates are arranging for the development of rock quarry; daily capacity 700 tons.*

Sullivan County, Tenn.—Timber Development.—Reported that Wm. M. and C. M. Dickey of Brookville, Pa., have purchased for development 5580 acres of timber land in Sullivan county.

TEXAS.

Berclair, Texas.—Cotton Gin.—Berclair Gin Co. incorporated with \$10,000 capital stock by Cyrus B. Lucas, Geo. D. Cook and J. C. Burns.

Carrollton, Texas.—Brick Plant.—Carrollton Press Brick Co. incorporated with \$30,000 capital stock by C. E. Jackson, W. T. Squibb and Andrew Jackson.

Dallas, Texas.—Hard-rock Quarry.—Beaumont Hard Rock Co. of Dallas and Fort Worth, Texas, incorporated with \$10,000 capital stock by Godfrey Beaumont, J. Peyton Hunter, J. S. Wylie and J. C. Roberts.

Dallas, Texas.—Amusement Company.—Progressive Amusement Co. incorporated with \$10,000 capital stock by L. A. Harris, Ike L. Lorch, B. Benno and A. L. Harris.

Dallas, Texas.—Electrical.—Eagan-Farry Electrical Co. incorporated with \$15,000 capital stock by C. H. Eagan, L. B. Wright and R. R. Farry.

Dallas, Texas.—Furniture and Coffin Factory.—Chase Furniture & Coffin Co. has increased capital stock from \$100,000 to \$200,000.

Dallas, Texas.—Ice and Cold-storage Plant.—Chartered: Central Ice & Cold Storage Co., with \$100,000 capital stock, by John A. Barnard, J. S. McKinley, F. H. Lowrance and J. L. Dreilbelbis.

Denton, Texas.—Upholstery and Manufacturing.—Denton Upholstery & Manufacturing Co. incorporated with \$5000 capital stock by Logan F. Wright, F. G. Martin, J. B. Cox and Wylie Smith.

Denton, Texas.—Neckwear Plant.—Texas Neckwear Co. incorporated with \$16,000 capital by Elba Moore, Isaac B. Walker and C. M. Elmore.

Elizabeth (not a postoffice), Texas.—Turpentine Distillery.—Producers' Turpentine Co. is being organized with \$100,000 capital stock by Sam Park of Beaumont, Texas; Newton R. Wilson of Monterey, Mex., and associates to establish turpentine distillery, utilizing the product from 5000 acres.

El Paso, Texas.—Sewerage and Street Improvements.—City will vote March 30 on the issuance of \$50,000 storm-sewer and \$20,000 street-improvement bonds. Address The Mayor.

Farmersville, Texas.—Cotton-oil Plant.—Farmers' Cotton Oil Co. has increased capital stock from \$75,000 to \$100,000.

Fort Worth, Texas.—Land Improvement.—Southern Land Co. incorporated with \$5000 capital stock by C. A. Boas, W. J. Boas, Hugh Elleston, W. S. Esses and others.

Ennis, Texas.—Sewerage System.—City is prepared to let franchise for the installation of sewerage system, but in the event that this cannot be done it is proposed to install a municipal plant. W. E. Chapman is chairman of sewerage committee. (Referred to March 7.)

Galveston, Texas.—Publishing.—Elite Publishing Co. incorporated with \$3000 capital stock by G. G. Levy, James A. Boddeker and W. B. Whiteside.

Galveston, Texas.—Laundry.—Rex Steam Laundry incorporated with \$10,000 capital stock by G. A. Glasscock, H. E. Kleinecke, W. H. Schneider, F. L. Lubben and others.

Garrett, Texas.—Cotton Gin.—Farmers' Gin Co. incorporated with \$10,000 capital stock by J. T. Irvine, D. E. Eason, O. M. Crowder and others.

Hamlin, Texas.—Oil Mill.—John, W. B. and J. H. Gultar, S. P. Hardwicke and E. S. Kean, all of Abilene, Texas, have formed company to erect 60-ton oil mill.

Hillsboro, Texas.—Railway Device.—Pepple Metallic Railway Tie Co., reported incorporated February 28, will manufacture and sell patent railway tie. Size and character of buildings to be constructed not decided on. J. W. Pepple is president and F. P. Works secretary.

Houston, Texas.—Transportation Company. Chartered: Houston & Harrisburg Transportation Co., with \$100,000 capital stock, to operate barges on the channel between Houston and all points below as well as on the coast and up the Trinity and San Jacinto rivers. It has secured an option on property abutting the channel on which to erect a \$50,000 wharf and elevator system. Joe Birg is president, C. A. Barber general manager, both of Franklin, La., and T. P. McCain, formerly of Franklin, La., local manager. Mr. McCain can be addressed for the present at the Bristol Hotel.

Houston, Texas.—Oil Wells.—Get There Oil Co. incorporated with \$10,000 capital stock by E. F. Simms, John Hamman and George Hamman.

Houston, Texas.—Oil Wells.—Edith Oil Co. incorporated with \$10,000 capital stock by John O'Neill, Columbus O'Neill and Henry A. O'Neill.

Houston, Texas.—Development Company.—South Texas Development Co. incorporated with \$5000 capital stock by M. E. Tarver, J. S. Davidson, A. S. Lewis and others.

Julliff, Texas.—Syrup Mill.—Julliff Syrup & Syrup Refining Co. incorporated with \$10,000 capital stock by John Laprelle, J. T. Laprelle and F. Scruggs.

Killeen, Texas.—Light and Power Plant.—City Light & Power Co. incorporated with \$10,000 capital stock by W. R. Burke, W. R. Barber, Will Rencler, Sam Rencler and John McDowell.

Ladonia, Texas.—Publishing.—Ladonia News Publishing Co. incorporated with \$5000 capital stock by George Kean, S. E. Nelson and S. J. McFarland.

Lorena, Texas.—Lumber and Hardware.—Lorena Lumber & Hardware Co. incorporated with \$30,000 capital stock by Ed McCullough, R. A. Graves and D. Holvey.

Lufkin, Texas.—Lumber Plant.—J. H. Kurth Lumber Co. incorporated with \$50,000 capital stock by J. H. Kurth, Sr., R. D. Collins, W. C. Brashear and E. L. Kurth.

Mexia, Texas.—Sewerage System.—Local parties are considering the installation of sewerage system. Industrial Club can probably give information.

Mexia, Texas.—Steam Laundry.—Spring Water Steam Laundry Co., reported incorporated February 28, has purchased and will operate the plant of the Mexia Steam Laundry. Dr. C. L. Watson is president, Ernest Watson secretary and D. Fraser manager.

Millett, Texas.—Cotton Gin.—H. Hardcastle has purchased two acres of land and will erect a three-stand gin.

Paint Rock, Texas.—Improvement Company. Paint Rock Improvement Co. incorporated with \$5000 capital stock by J. W. Norman, J. S. Gregory, A. C. McCully and J. E. Howze.

Pendletonville, Texas.—Cotton Gin.—Sullivan & Young of Moody, Texas, will build cotton gin. Work has begun on the construction of a large tank for water supply.

Rodgers, Texas.—Water-works.—John J. Cox, Temple, Texas, and associates have secured franchise to construct water-works. Preliminary surveys have been made, and it is proposed to pump water from Little river,

a distance of three or four miles. (Mr. Cox and associates were reported January 31 as organizing the Rodgers Light & Water Co. to establish water-works plant at a cost of \$40,000.)

Rule, Texas.—Cottonseed-oil Mill.—It is reported that Kansas City parties propose building a cottonseed-oil mill. Jess Jones can probably give information.

San Antonio, Texas.—Land Improvement.—Summit Place Company incorporated with \$100,000 capital stock by Ed Roos, J. O. Terrell, M. W. Terrell and Fred Terrell.

Sierra Blanca, Texas.—Copper Mines.—Southwestern Copper Co. has begun the development of copper properties one mile from Sierra Blanca and will expend \$10,000 at once. B. M. Hammond of San Antonio, Texas, is president and treasurer, and F. W. Thornwell, Sierra Blanca, vice-president and superintendent; main office, 227 West Commerce street, San Antonio, Texas. Address the superintendent. (Company was reported incorporated October 18.)

San Antonio, Texas.—Builders' Supplies.—Modern Builders' Supply Co. incorporated with \$50,000 capital stock by W. H. Hagy, J. M. Darling and M. F. Longcoy.

Seminole, Texas.—Cotton Gin.—Company has been organized to build a cotton gin. W. H. Brennan is president.

Sulphur Springs, Texas.—Furniture Plant.—Robertson-Tapp Furniture Co. incorporated with \$6500 capital stock by O. M. Pate, H. T. Robertson and Henry W. Tapp.

Temple, Texas.—Candy Factory.—Temple Candy & Bottling Works will erect a modern two-story factory building.

Waco, Texas.—Oil Wells.—Tucker Barwire Oil Co. incorporated with \$5000 capital stock by J. L. Hardin, M. T. Belles and M. E. Seat.

VIRGINIA.

Alexandria, Va.—Car-coupler Manufacturing Plant.—E. H. Janney Car Coupler Co. incorporated with an authorized capital stock of \$100,000. L. Stabler is treasurer and H. R. Burke secretary.

Allisonia, Va.—Lumber Plant.—Allisonia Lumber Co. incorporated with an authorized capital stock of \$25,000. C. H. Thomas is president, J. E. Caldwell vice-president and E. C. Stone secretary-treasurer.

Berryville, Va.—Railway Devices.—Chartered: Automatic Train Protection & Signal Co., with \$100,000 authorized capital stock. C. W. S. Turner of Middleburg, Va., is president and Dr. M. Griffith of Berryville secretary-treasurer; office, Room 110 Lenman Building.

Big Stone Gap, Va.—Land Improvement.—Rockhouse Realty Co. incorporated with an authorized capital stock of \$10,000 with H. E. Fox, president and treasurer, and J. S. Wright, secretary.

Bristol, Va.—Coal Mines.—Mount Morgan Coal Co. incorporated with \$220,000 authorized capital stock. W. T. Underwood, Lexington, Ky., is vice-president, J. N. Sharpe, secretary and M. H. Maury general manager, both of Williamsburg, Ky.

Brookneal, Va.—Stemmy.—J. W. Blount of Clover, Va., is erecting a dry stemmy with a floor capacity of 33,600 square feet. About 200,000 feet of rough lumber will be used in the building.

Burkeville, Va.—Lumber Plant, Cement Blocks, Ice Plant, etc.—Union Manufacturing Co., incorporated with \$10,000 capital stock, will manufacture lumber (daily capacity 40,000 feet), operate cement-block factory, ice plant of six tons capacity, and probably later install electric-light plant; main building to be two stories, 24x70 feet, of wood and cement stone, with boiler-room 16x24 feet, detached; two-car dry-kiln, etc. E. W. Geyer is general manager.

Chestnut Hill (Richmond), Va.—Light and Water Plant.—Northside Light & Water Co. incorporated with \$50,000 authorized capital stock. J. T. Goodwin is president, F. F. Rennie vice-president, C. D. Wilder treasurer and H. M. Starke secretary.

Chilhowie, Va.—Brick Factory.—Southern Clay Manufacturing Co. of Chattanooga, Tenn., will probably reopen and operate its brick plant, which has been closed.

Clifton Forge, Va.—Electric-light Plant.—City has rejected the bid of W. G. Mathews and associates for lighting franchise and will readvertise the letting of same for April 8. Address The Mayor.

Fortress Monroe, Va.—Water-works.—McCa Engineering Co., 9 East Lexington street, Baltimore, Md., is lowest bidder at \$4150 and will probably receive contract to extend water-works.

Gate City, Va.—Water-works.—Contract, it is reported, will be let March 15 for constructing water-works. Henry Nelms is manager.

Grottoes, Va.—Electric-light Plant.—Reported that John L. Livers contemplates establishing an electric-light plant to be operated by water-power. Thirty street lights of 32-candle power and about 270 commercial lights are said to be under consideration.

Honaker, Va.—Timber Development.—L. D. Fletcher, L. F. Jackson, C. A. Wallace and W. H. Ratliff have purchased 500 acres of land on Laurel Branch three miles from Honaker and have formed the Laurel Branch Lumber Co. for development. Arrangements will be made at once to erect sawmill.

Lynchburg, Va.—Rotary Oil Press.—Kishner Rotary Oil Press Corporation incorporated with \$25,000 authorized capital stock. Fred Harper is president and Leon Goodman secretary-treasurer.

Lynchburg, Va.—Lounge Factory.—Lynchburg Lounge Manufacturing Co. at a stockholders' meeting held January 21 authorized an amendment of charter making the maximum capital stock \$100,000 and the minimum amount \$25,000. Of the capital stock issued it is proposed to issue \$40,000 as preferred and the remainder as common.

Lynchburg, Va.—Oil and Gas Plant.—Brick Haven Oil & Gas Co. incorporated with an authorized capital stock of \$500,000. William Hurt is president, J. C. Kinnier vice-president and J. B. Jennings secretary-treasurer.

Lynch Station, Va.—Lumber Plant.—Frazier Lumber Co. incorporated with an authorized capital stock of \$100,000. B. R. Powell, Elba, Va., is president; C. Q. Edwards, Ajax, Va., vice-president, and W. S. Frazier, Lynch Station, secretary-treasurer.

Martinsville, Va.—Cannery.—Martinsville Canning Co. has been organized with E. J. Davis, president; C. B. Keesee, vice-president, and E. T. Tyree, secretary-treasurer.

Norfolk, Va.—Phosphate Mines.—Florida Phosphate Mining Corporation incorporated with \$500,000 authorized capital stock to mine phosphate in Florida. F. S. Royster is president, C. F. Burroughs vice-president, William S. Royster treasurer and W. McR. Smith secretary.

Norfolk, Va.—Land Improvement.—Eureka Development Co. incorporated with \$75,000 authorized capital stock. A. S. Rosenkrans is president and William Evans secretary-treasurer.

Norfolk, Va.—Box Plant.—Southern Box Co. incorporated with \$50,000 authorized capital stock. J. F. East is treasurer and B. B. Halstead secretary.

Norfolk, Va.—Publishing.—Old Virginia Publishing Co. incorporated with an authorized capital stock of \$25,000. C. J. Duke is president, E. E. Worrell secretary and J. A. Chandler treasurer.

Norfolk, Va.—Electric Photoscope Company. Exposition Electric Photoscope Corporation incorporated with an authorized capital stock of \$6000. T. Robertson is president, F. L. Anderson secretary and D. W. Jordan treasurer.

Norfolk, Va.—Land Improvement.—Hague Land Corporation incorporated with an authorized capital stock of \$15,000 by I. B. Johnson, J. M. Marshall and C. M. Barnett.

Norfolk, Va.—Land Improvement.—Chartered: Princess Park Land Co., with \$25,000 capital stock. R. H. Barrett, Charleston, S. C., president; C. J. Ingram, Norfolk, Va., secretary-treasurer.

Norfolk, Va.—Candy, Peanut and Popcorn. Norfolk Candy & Peanut Co., incorporated with \$12,000 capital stock, will erect a building 20x75 feet. About \$5000 will be expended in buildings and equipment; character of product: candy, peanuts and popcorn. C. W. Northern is president, R. D. Kibler vice-president, C. P. Hopkins general manager, L. E. Dodge secretary and P. L. Derring treasurer.

Norfolk, Va.—Land Improvement.—Chartered: Conway Heights Corporation, with \$90,000 capital stock, by J. G. Tilton, V. de Murgulondo and R. J. Hicks.

Offley, Va.—Cornmeal and Sawmill.—Chas. B. Cooke of Richmond, Va., has purchased the Offley Mill property and will establish corn mill and sawmill, operating as the Offley Mill Co. A small frame building will be erected. Mr. Cooke is president and Fenton Noland manager.

Richmond, Va.—Land Improvement.—Macmurdoo Place Land Co. has been chartered with \$15,000 capital stock. C. L. Robinson, Washington, D. C., is president, and L. T. W. Marye, Ashland, Va., is secretary.

Richmond, Va.—Dairy and Poultry Farm.—Powhatan Farm, Inc., recently chartered, will operate dairy, stock and poultry farm. J. H. Keeley is president, S. B. Helges vice-president, S. G. Eggleston secretary, M. H. Omohundro treasurer and Ed B. Keeley general manager.

Roanoke, Va.—Gas Plant.—Pintsch Com-

pressing Co. of New York, N. Y., is reported to erect plant at an estimated cost of \$12,000.

Roanoke, Va.—Land Improvement.—Chartered: Commercial Development Co., with C. I. Lunsford, president; E. A. Thurman, vice-president; capital stock, \$50,000.

St. Paul, Va.—Lumber Company.—Clinch Valley Lumber Co. incorporated with \$50,000 capital stock. J. E. Duff, St. Paul, Va., president; H. D. McGuire, Pond, Ky., vice-president; M. B. Eustler, St. Paul, secretary-treasurer.

WEST VIRGINIA.

Benwood, W. Va.—Stove Plant.—Chas. and Wm. Schad and B. C. Bartlebaugh contemplate organizing company and establishing plant for the manufacture of a new gas stove, recently patented.

Charleston, W. Va.—Hardware Company.—Burlaw Hardware Co. incorporated with an authorized capital stock of \$5000 by A. Burlaw, F. W. Abney, G. A. Geishaber, F. C. Major and U. R. Burdette.

Charleston, W. Va.—Publishing.—Educator Publishing Co. incorporated with \$5000 capital stock by M. P. Shawkey and William B. Mathews of Charleston, L. C. Anderson of Welch, W. Va.; L. J. Corbly of Huntington, W. Va., and others, to publish the West Virginia Educator and other periodicals.

Elm Grove, W. Va.—Ice-cream Factory, etc. A. L. Moore and J. C. Duncan have begun the erection of proposed ice-cream factory to have a daily capacity of 200 gallons. An ice-storage building with a capacity of 100 tons is also being erected. Later it is proposed to build an ice factory.

Franklin, W. Va.—Water-works.—Reported that contract will be let March 18 for constructing water-works. Dr. S. B. Johnson can be addressed.

Huntersville, W. Va.—Telephone System.—Marlinton, Knappa Creek & Dilley Mill Mutual Telephone Co. incorporated with \$3000 capital stock by D. W. Dever, J. H. Doyle and J. C. Sharp of Huntersville, Wise Herald of Frost, W. Va., and R. C. Shrader of Dilley Mill, W. Va.

Keyser, W. Va.—Orchard Company.—Alkire Orchard Co. incorporated with \$50,000 capital stock by V. F. Alkire, Chas. Alkire, E. E. Springer, J. H. Markwood, I. M. Long and others; company will purchase 300 acres of land in Mineral county and plant 100 acres in fruit trees.

Montgomery, W. Va.—Bridge.—Montgomery Bridge Co. incorporated with \$100,000 authorized capital stock by George Love, Dr. O. J. Henderson, M. J. Simms, F. E. Smart and others, to conduct a public toll bridge over Kanawha river.

Parkersburg, W. Va.—Lime and Stone Products Plant.—Basic Products Co. incorporated with \$500,000 capital stock by W. W. Van Winkle, A. L. Hollister, George H. Gordon and M. G. Ambler, all of Parkersburg, and B. Shaffer of Pittsburg, Pa.

Parkersburg, W. Va.—Sewerage System.—Board of Affairs will let contract April 11 for constructing two-ring brick storm sewer six feet in diameter, 800 feet long. J. V. Dunbar is City Engineer. (Referred to March 7.)

Princeton, W. Va.—Electric-light Plant.—J. J. Duffy of Norfolk, Va., is considering the construction of electric-light plant.

Ritchie County, W. Va.—Timber Land.—Reported that E. L. Davidson, Parkersburg Mill Co., Parkersburg, W. Va., has purchased the timber rights on 555 acres of land in Ritchie county.

Ronceverte, W. Va.—Ice Plant.—Greenbrier Valley Cold Storage Co., recently mentioned as increasing capital stock, will erect building 40x70 feet and equip for a daily capacity of 50 tons of ice.

INDIAN TERRITORY.

Chickasha, I. T.—Cottonseed-oil Mill.—Chickasha Cotton Oil Co. is arranging for the installation of a 60-ton cottonseed-oil mill.

Chickasha, I. T.—Cottonseed-oil Mill and Refinery.—Apache Cotton Oil Mill Co., through its vice-president, John LeClerg, and John J. Culberson, Jr., both of Paris, Texas, have secured site for the location of cottonseed-oil mill and oil refinery. It is proposed to build an eight-press, 15-box mill with a capacity of 160 tons of seed every 24 hours; building and equipment to cost \$100,000, and refinery to have a daily capacity of 500 barrels and cost \$50,000.

Comanche, I. T.—Water-works.—City is reported as considering the installation of water-works. Address The Mayor.

Comanche, I. T.—Brick Works.—James A. Cameron and associates of Lawton, O. T., will establish plant. The machinery of the

Lawton Pressed Brick Co., Lawton, O. T., has been purchased.

Holdenville, I. T.—Canadian Bridge & Ferry Co. has been formed to construct steel bridge across Canadian river.

Okmulgee, I. T.—Plano Factory.—Lee F. Mott Plano Co. of Cedar Rapids, Iowa, is reported as having purchased two acres of ground on which to erect a three-story plano factory.

Sulphur, I. T.—Coal Mines.—Reported that N. Goldberg will arrange for the development of coal deposits recently discovered.

Tulsa, I. T.—Oil Refinery.—C. D. Baxter of Humboldt, Kan., has purchased a tract of ground in West Tulsa on which to build a 500-barrel oil refinery.

Tulsa, I. T.—Oil Wells.—DeSota Oil Co. incorporated with \$200,000 capital stock by Howard M. Sharp of Tulsa, Louis M. Elyea of Stroud, O. T., and Herman S. Whipperman of Perry, O. T.

OKLAHOMA TERRITORY.

Carmen, O. T.—Ice and Light Plant.—Union Light & Ice Co. incorporated with \$25,000 capital stock by J. F. Mott, G. L. Lining and F. N. Winslow.

Cedardale, O. T.—Telephone System.—Estelle, Cedardale & Quinlin Telephone Co. incorporated with \$5000 capital stock by Chas. H. Shepard and H. C. Benefield of Cedardale and M. C. Kelly of Estelle, O. T.

Cleveland, O. T.—Oil Wells.—Seneca Oil Co. incorporated with \$100,000 capital stock by W. C. Newell and Geo. E. Mauk of Cleveland, Fred I. Green of Enid, O. T.; Howard M. Sharp of Tulsa, I. T., and others.

Earlsboro, O. T.—Telephone System.—Earlsboro Telephone Co. incorporated with \$20,000 capital stock by Wm. Kottke and E. G. Alfrey of Earlsboro and James W. Turner of Shawnee, O. T.

Frederick, O. T.—Water-works.—Reported that the city has engaged engineers to make surveys and prepare plans and estimates for the installation of water system to cost \$25,000. Address The Mayor.

Hastings, O. T.—Water-works and Electric Light Plant.—A committee composed of W. P. Carden, J. A. Marley and E. L. Johnston has been appointed to prepare and submit ways and means for procuring water-works and electric light plant.

Lawton, O. T.—Telephone System.—Farmers' Mutual Telephone Co. incorporated with \$5000 capital stock by C. C. Naylor of Lawton and Wm. G. Kennedy and R. R. Childers of Taupa, O. T.

McLoud, O. T.—Telephone System.—McLoud Telephone Co. incorporated with \$15,000 capital stock by W. Scott Yates, B. B. Glass and G. D. Yates.

Oklahoma City, O. T.—Building and Construction Company.—O. K. Building & Construction Co. incorporated with \$100,000 capital stock by Ralph E. Brownell, A. T. Snead and O. D. Halsell of Oklahoma City and L. A. Lewis and Murray Phillips, Jr., of New Madrid, Mo.

Oklahoma City, O. T.—Manufacturing Plant.—J. Elsmann Company, Portsmouth, Ohio, will establish plant for manufacturing overalls and clothing.

Oklahoma City, O. T.—Pickles, Vinegar and Preserving Works.—Bunker-Menten-McCredie Pickle, Vinegar & Preserving Co. has been incorporated with \$25,000 capital stock by George P. Bunker, Frank Menten and Hugh McCredie.

Oklahoma City, O. T.—Cottonseed-oil Mill. W. H. Lillard of Chattanooga, Tenn., representing G. H. Henson, also of Chattanooga, is investigating site in Oklahoma City on which to establish a four-press cottonseed-oil mill.

Oklahoma City, O. T.—Brick Plant.—Oklahoma Vitrified & Pressed Brick Co. incorporated with \$100,000 capital stock by Chas. A. Hoshour and I. E. Hunter of Oklahoma City and David E. Hoshour of Cleveland, O. T.

Ponca, O. T.—Water-works and Sewerage.—City is reported as to hold an election voting on a \$35,000 bond issue for constructing water-works and sewerage. Address The Mayor.

Pond Creek, O. T.—Telephone System.—Grant County Rural Telephone Co. incorporated with \$20,000 capital stock by W. H. Proctor, Walter Vansickle, L. E. Thom and E. M. McAllister.

Shattuck, O. T.—Telephone System.—Farmers' Mutual Rural Telephone Co. incorporated with \$1500 capital stock by T. J. Eldredge, Wm. H. Holmes, L. L. Dunihoo, McHenry Smith and others.

Shawnee, O. T.—Mining.—McKinley Mining Co. has increased capital stock from \$100,000 to \$200,000.

Yale, O. T.—Cannery.—Yale Canning Co. incorporated with \$10,000 capital stock by G. W. Canfield, O. A. Garr and Wilbur Spencer.

BURNED.

Ash Grove, Mo.—Ash Grove White Lime Works; loss \$30,000.

Atlanta, Ga.—Georgia Plow Works plant.

Brunswick, Ga.—F. D. Alken's cross-tie wharves.

Charleston, S. C.—Combahee Fertilizer Co.'s factory and warehouse, McMurphy & Co.'s fertilizer plant, Charleston Iron Works, Southern Pickle Factory and the Goldsmith Mercantile Co.'s building, all damaged at a total loss of about \$75,000.

Cumberland, Md.—Maryland Shoe Co.'s wholesale warehouse; loss \$70,000. H. B. Colburn of Frostburg, Md., is general manager of the company.

Dawson, Ga.—Variety Works Co.'s office and storage-room; estimated loss \$5000.

Dixon Spring, Tenn.—Dixon Spring Mill & Grain Co.'s warehouse; loss about \$12,000.

Hendricks, W. Va.—Dry Fork Railroad Co.'s machine shops; loss \$30,000. C. W. Mosser is general manager.

Lake City, S. C.—Enterprise Wood Distilling & Chemical Co.'s plant.

Lexington, Ky.—Jacob Sloan's residence; total loss \$10,000.

Lyons, Ga.—Smith-Garbutt Company's mill and dry-kiln; loss \$8000.

Marietta, I. T.—Farmers' Union's cotton gin; loss \$4500.

Matoaka, W. Va.—Matoaka Bottling Works. Medina, Texas.—D. H. Tait's grist mill.

Montgomery, Ala.—James Toole's bakery; loss about \$9000.

Moselle, S. C.—Salkehatchie Lumber Co.'s plant, owned and operated by Woodward & Lee of Augusta, Ga.; loss between \$150,000 and \$200,000.

New Orleans, La.—Orleans Cotton Press Association's Orleans Press No. 1; estimated loss \$50,000. S. Gumbel is president.

Saluda, Va.—L. B. Wagner's canning factory.

Union, S. C.—Rice Steam Grist Mill; loss \$2000. Crescent Steam Laundry; loss \$2500.

Yellow Spring, W. Va.—L. Russell Miller's distillery.

BUILDING NOTES.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Americus, Ga.—Association Building.—Young Men's Christian Association will erect building to cost about \$35,000. Architect has not been selected. T. M. Lemly is general secretary. (Referred to March 7.)

Amite, La.—Courthouse and Jail.—Board of Police Jurors of Tangipahoa County will consider plans and specifications March 16 for building courthouse and jail building.

Anniston, Ala.—Building.—John B. Knox will erect a three-story brick building; cost \$12,000.

Arkadelphia, Ark.—School Building.—School Board has accepted plans for school building 150x78 feet, to contain assembly hall, auditorium, gymnasium and 16 classrooms; cost \$40,000.

Arkadelphia, Ark.—School Building.—Contract will be let about April 1 for school building for which plans are being prepared by Herbert Edmund Hewitt, 22 Arcade Building, Peoria, Ill.; two stories; ordinary brick construction; direct-indirect steam heat with fans or gravity system; electric fixtures; cost \$40,000. W. A. Crawford is superintendent of schools.

Atlanta, Ga.—Prison Buildings.—The recent appropriation by Congress of \$100,000 for construction work on the Federal prison is for the fiscal year ending June 30, 1908. This construction will be done by prison labor and will require from three and one-half to four years for its completion, and additional appropriations of about \$400,000 are planned. Wm. H. Moyer is warden U. S. Penitentiary. (Mentioned last week.)

Baltimore, Md.—Dwellings.—City & Suburban Realty Co., 305-307 Calvert Building, has awarded contract to Louis Milske, 1229 Ashland avenue, for the erection of 11 two-story dwellings on the north side of Lanvale street, between Charles and Castle streets; houses will be about 14x48 feet and cost \$11,000.

Baltimore, Md.—Church.—Congregation Lutheran Church of the Incarnation, Rev. A. H. Studebaker pastor, 2018 Park avenue, has awarded contract to Thomas B. Stan-

field & Son, 100 Clay street, for the erection of proposed church building on Madison avenue, near North avenue; structure to be one story, 58½x60 feet; concrete footings; brick and stone; Mottu & White, architects, 326 North Charles street.

Baltimore, Md.—School Buildings.—The Maryland School for the Blind, 220 East North avenue, has awarded contract to Walter E. Burnham, Union Trust Building, Charles and Fayette streets, for the construction of two school buildings for its colored department on Taylor avenue, between Harford and Belair roads; each three stories, 45.9x65.9 feet; brick with granite base and limestone trimmings; structural iron and steel; slate roofs; electric wiring and fixtures; sanitary plumbing; steam-heating system; Archer & Allen, architects, Central Savings Bank Building, 3 East Lexington street.

Baltimore, Md.—Dwellings.—Walter B. McCordell, 3 Franklin Building, will erect 28 two-story brick dwellings on Monroe street near Baker street to cost \$40,000; John R. Forsythe, architect, 301 St. Paul street.

Baltimore, Md.—Store.—Erhart & Diehl, 1132 Hollins street, have commissioned Stanislaus Russell, architect, 1709 Madison avenue, to prepare plans and specifications for the erection of store building at 23 and 25 South Carrollton avenue; structure to be 30x75 feet.

Baltimore, Md.—Office Buildings.—The Pennsylvania Railroad Co., Calvert and Centre streets, is having plans prepared for improving its office facilities at shed "A" at North and Centre streets and its office building at Canton. Cost of improvements will be about \$50,000.

Baltimore, Md.—Fraternity Hall.—Junior Order United American Mechanics and Daughters of America have purchased site near Broadway and Gough street from Alexander Y. Doldfeld, 113 North Broadway, for the erection of five-story building to cost about \$100,000; site is 43x176 feet; first floor of structure to be used for banquet hall, second for concert hall and remaining floors for lodgerooms. Louis R. Breebeck, 1750 Eastern avenue, is treasurer of a committee in charge of arrangements for construction of building, for which plans are being prepared.

Baltimore, Md.—Store Building.—Lehne Antique Co., 322-324 North Howard street, has commissioned Louis Levi, architect, 610 American Building, Baltimore and South streets, to prepare plans and specifications for a three-story addition to its building; structure to be 31x80 feet.

Baltimore, Md.—Store.—A. Lowther Forrest, architect, 316 Professional Building, has distributed plans for the erection of store building at 309 West Lexington street for Leon Levi. Henry S. Rippel, 7 Clay street, is estimating.

Baltimore, Md.—Y. M. C. A. Building.—Plans will be distributed in a few days for the erection of proposed Young Men's Christian Association building to be erected at Cathedral and Franklin streets. The following contractors will estimate: Morrow Bros., 216 West Saratoga street; Fuller Construction Co., 1109 American Building; Wells Bros. Co., 410 Union Trust Building; E. M. Noel Construction Co., German and Calvert streets; B. F. Bennett, 123 South Howard street; Henry Smith & Sons Co., 116 South Register street; W. E. Burnham, Union Trust Building; Norcross Bros. Co., Charles and Saratoga streets; J. Henry Miller, 110 Dover street; Brady & Watters, 532 St. Paul street; McLaughlin Bros., 100 East Lexington street; Charles McCaul Co., 613 American Building, and Thompson-Starrett Company of New York. J. E. Sperry, 409 Calvert Building, architect; Adams & Schwab, 559 Calvert Building, engineers.

Baltimore, Md.—Orphanage.—Hebrew Children Sheltering and Protective Association, 203 Alsigth street, has purchased lot at the southwest corner of Broadway and Fairmount avenue, 150x225 feet, and will erect an addition, besides remodeling present building.

Baltimore, Md.—Warehouse.—Owens & Sisco, architects, 1805 Continental Trust Building, have distributed plans and specifications for proposed addition to terminal warehouse at Monument and Buren streets; structure to be two stories of irregular dimensions; steel frame; corrugated-iron roof. Estimating are Charles L. Stockhausen, Marine Bank Building, Gay and Water streets; Morrow Bros., 216 West Saratoga street; George A. Fuller Company, American Building, Baltimore and South streets; J. Henry Miller, 110 Dover street, and John Hiltz & Son, 3 Clay street; bids to be in March 14.

Baltimore, Md.—Warehouse.—I. Ulman & Sons, 6 West Pratt street, have commissioned Louis Levi, architect, American Build-

ing, Baltimore and South streets, to prepare plans and specifications for building which it is proposed to erect at 310 Light street. Structure will be four stories high, 18x100 feet; reinforced concrete with brick exterior.

Baltimore, Md.—Dwellings.—J. Wilson Scott, 1303 East North avenue, has commissioned Stanislaus Russell, architect, Clifton avenue and 8th street, to prepare plans and specifications for the erection of 14 two-story Philadelphia-style houses on the east side of Payson street between Presbury street and Liberty road.

Baltimore, Md.—Y. M. C. A. Building.—Joseph Evans Sperry, architect, 409 Calvert Building, has distributed plans and specifications for the erection of proposed Young Men's Christian Association building at Cathedral and Franklin streets; structure to be seven stories high; heating equipment; electric lighting plant; elevators; swimming pool; bowling alley; running track; 2500 lockers. Estimating are Morrow Bros., 216 Saratoga street; B. F. Bennett, 123 South Howard street; Henry Smith & Sons Company, 116 South Register street; Walter E. Burnham, Union Trust Building; J. Henry Miller, 110 Dover street; Brady & Watters, 532 St. Paul street; Noel Construction Co., German and Calvert streets; George A. Fuller Company, American Building, South and Baltimore streets; Wells Bros. Company, 410 Union Trust Building; Norcross Bros. Company, Charles and Saratoga streets; McLaughlin Bros., 100 East Lexington street; Charles McCaul Company, 613 American Building; Thompson-Starrett Company of New York. Alternate proposals will be taken for both steel and reinforced concrete construction; bids to be submitted March 25.

Baton Rouge, La.—Hotel.—Reported that L. G. Herbert is considering the erection of hotel at Baton Rouge Junction.

Beaufort, N. C.—Courthouse.—W. L. Arrington, register of deeds Carteret county, will receive bids until April 19 for constructing courthouse for Carteret county. Certified check for \$500, made payable to W. S. Chadwick, trustee, must accompany each bid. Plans and specifications can be obtained of W. L. Arrington, clerk of board of county commissioners at Beaufort, and at office of H. W. Simpson, architect, Newbern, N. C.; usual rights reserved.

Bishopville, S. C.—Courthouse.—Lee county is considering the erection of courthouse, and a committee has been appointed, with Arthur M. Lee, chairman, to make preparations.

Blum, Texas.—School Building.—City has voted affirmatively the issuance of bonds for the erection of \$10,000 brick school building. Address The Mayor.

Bowling Green, Ky.—Residence.—N. M. Coaty of New York city has awarded contract to D. B. Dearing of Bowling Green for the erection of two-and-one-half-story residence, costing \$6000. Barn will also be erected at a cost of \$3000.

Bristol, Va.—Tenn.—Oil Tanks and Warehouses.—Crown Oil & Wax Co., Wm. B. Crowther, general manager, 226-28 East Pleasant street, Baltimore, Md., contemplates erecting oil tanks and warehouses.

Cameron, Texas.—Buildings.—J. T. Westmoreland has contract to erect three adjoining brick buildings for F. W. Reed, Henry E. Banknight and Carl Farendoff.

Cave Spring, Ga.—Dormitory.—Bids will be received until March 20 for furnishing material and labor necessary for the erection of a two-story brick dormitory with basement for the Georgia School for the Deaf. Plans and specifications can be seen at school and at the Griffin Hardware Co.'s store, Rome, Ga.; usual rights reserved; W. J. Griffin, chairman building committee.

Childersburg, Ala.—Building.—Childersburg Realty & Manufacturing Co. has awarded contract to Stokes & Hall, Dadeville, Ala., for the erection of \$15,000 building.

Cumberland, Md.—Theater.—John P. Cavanaugh is having plans prepared for new theater with a seating capacity of 700. Charles Ray will be manager.

Dallas, Texas.—Office Building and Storage Warehouse.—Linz Bros. have purchased site 25x100 feet at \$24,000 and will erect a five-story office building and storage warehouse.

Dallas, Texas.—Clubhouse.—Dallas Athletic Club, B. M. Clarke, secretary, is reported as completing arrangements to erect proposed \$40,000 clubhouse. A separate building will be erected and equipped with gymnasium, bowling alleys, etc.

Dallas, Texas.—Residence.—J. P. Gilcoat has contract to erect \$7500 residence for Sidney Reinhardt after plans by Lang & Wittchell.

Dallas, Texas.—Bank Building.—Gaston Na-

tional Bank is completing arrangements for the erection of proposed building on site 50x100 feet recently purchased.

Danville, Va.—Theater.—S. A. Schloss has commissioned Hook & Rogers of Charlotte, N. C., to prepare plans and specifications for theater. Construction work will begin about April 1.

Dublin, Texas—Warehouse.—J. F. McAfee has contract to erect warehouse for Utterbach & Harris Company; 70x115 feet; ordinary construction; electric fixtures; hand elevator; cost \$10,000.

Earlington, Ky.—Store Buildings.—Robinson Bros. will soon begin the erection of three brick business buildings. Two of these structures will be two stories, 45x66 feet, and the third will be 20x66 feet.

Elberton, Ga.—City Hall and Station.—City has awarded contract for the erection of an additional story to city hall and station-house. A large vault will be installed.

El Paso, Texas—School Building.—City will vote March 30 on the issuance of \$100,000 school bonds. Address The Mayor.

El Paso, Texas—Newspaper Building.—Herald-News Company will erect eight-story building 50x92 feet; fireproof construction, equipping with steam heat, electric fixtures, two passenger elevators, power and lighting plant; cost \$125,000. (Referred to February 25.)*

El Paso, Texas—Business and Flat Building.—Dr. E. R. Carpenter, W. H. Austin, W. F. Payne, W. J. Fewel and others contemplate organizing a stock company to erect six-story business and flat building, plans for which are being prepared.

Fernandina, Fla.—Church.—W. S. Rivers has contract to erect edifice for the New Zion Baptist Church; 50x90 feet; brick; electric fixtures; cost \$8,000. P. A. Callahan is pastor.

Fort Oglethorpe, Ga.—School Building.—Bids marked "Proposals for Public Building at Fort Oglethorpe, Ga.," addressed to H. D. Berkeley, captain and quartermaster, Fort Oglethorpe, will be received until April 10 for constructing frame school building. Information and specifications furnished on application; United States reserves usual rights.

Fort Smith, Ark.—Office Building.—Contract will be let about April 15 for building reported last week to be erected by Allan Kennedy; four stories and basement, 151x30 feet; ordinary construction; steam heat; electric and gas fixtures; electric or gas motor elevator; cost \$30,000. W. H. Blakely is preparing plans.*

Fort Smith, Ark.—Store Building.—J. Mayne Bailey has had plans prepared for the erection of building 100x140 feet, to be divided into four store buildings 25x90 feet; two stories; red pressed brick and stone trimmings, with finishings of natural wood throughout the interior; cost \$25,000. Contract has been awarded.

Galveston, Texas—Hotel.—D. N. McKenzie, architect, is advertising for bids for the erection of a 77-room four-story frame hotel 130x65 feet for the Seaside Hotel & Real Estate Co., H. W. D. Langston, president. Hot and cold water will be provided throughout the building. Structure will probably be completed about May 1.

Greenville, S. C.—Hotel.—Greenville Hotel Co., reported incorporated recently, has purchased site on which to erect hotel to cost about \$150,000, including site. John Wood is secretary.

Greenville (not a postoffice), W. Va.—School Building.—Board of Education Richmond District, Ohio county, will receive bids until March 20 at office of Chas. D. McCarty, Reilly Building, Wheeling, W. Va., for constructing four-room frame school building; plans and specifications on file at architect's office; certified check for \$100 payable to R. M. Moore, Glenova, W. Va., president of board. Separate bids will be received at same time and under same conditions for about 3500 square feet metal ceiling; usual rights reserved; J. W. Bruner, R. F. D. No. 1, secretary, Wheeling, W. Va.

Gulfport, Miss.—School Buildings.—City will issue \$18,000 of bonds for the erection of two ward schools, one in West and the other in North Gulfport. Address President School Board.

Hazlehurst, Miss.—Store Building.—C. O. Wilcox, Jackson, Miss., has contract to erect building for the Merchants' Grocery Co.; two stories, 40x200 feet; cost \$10,000.

Houston, Texas—Dwelling.—O. J. Lorehn is preparing plans for a \$30,000 residence to be erected by J. Lewis Thompson.

Houston, Texas—Hotel.—Ed C. Smith has purchased site, 50x100 feet, on which it is stated a hotel will be erected.

Jacksonville, Fla.—Store and Office Build-

ing.—H. J. Klutho is preparing plans for building to be erected by the Geo. W. Clark Company; five stories, 62x72 feet; silver-gray brick; electric passenger and freight elevators; electric lights; gas; steam heat, etc. Plans will be finished in about 10 days, when bids will be asked.

Johnson City, Tenn.—Store Building.—Contract will soon be awarded for three-story brick building 40x140 feet to be erected by the Love-Thomas Company at a cost of \$30,000. R. C. Staples is president.

Jonesboro, Ark.—Lodge Building.—J. E. Flanders, Dallas, Texas, has completed plans for proposed \$30,000 building for local lodge B. P. O. E.

Kansas City, Mo.—Hospital.—Contract will be let April 20 for Mercy Hospital, for which plans were reported last week as being prepared by Walter U. Love and C. A. Smith; three stories, 39x90 feet; ordinary construction; steam heat; gas and electric fixtures; dumbwaiter; cost \$10,000.

Kansas City, Mo.—Business Building.—Geo. L. Wallace has purchased site with a frontage of 23 feet on which to erect business building.

Lafayette, La.—School Buildings.—City has awarded contract to W. C. Whitney of Beaumont, Texas, at \$55,900, for erecting two school buildings after plans by C. H. Page of Austin, Texas. Structures will be constructed of No. 2 pressed brick. Main building will have a capacity of about 800 and primary school of about 300.

Lake Charles, La.—Building.—A. H. Wolf of Vinton, Iowa, it is reported, has purchased site at \$10,500 and will erect a four-story building.

Lake Charles, La.—Lodge Building.—Elks building committee has awarded contract to George D. Price for the erection of two-story building, costing \$30,000. (Referred to February 7.)

Lawton, O. T.—Hospital.—Contract will be let March 15 for hospital previously reported to be erected by Drs. W. M. Turner and J. L. Lewis after plans by F. H. Grubb; two stories; brick; cost \$10,000.

Leeds, Mo.—Warehouse.—B. B. Joffe, president Joffe Distillery Co., has purchased 47 acres of land adjoining distillery on which to erect warehouse.

Little Rock, Ark.—Convent Building.—Charles Thompson has completed plans for convent to be erected by the Sisters of Mercy, and bids for the construction will shortly be asked. The building will be four stories, brick, with concrete and stone foundations and slate roof.

Little Rock, Ark.—Cotton Warehouse.—Fouke Farmers' Union Cotton Warehouse Co. has been organized with \$3000 capital stock to operate cotton warehouse now under construction; building will be 64x96 feet, covered with galvanized iron; Farmers and Bankers' Warehouse Building Association, contractor. J. Lester Williams, manager, Room 19 Masonic Temple, Little Rock, Ark., can be addressed.

Loch Raven, Md.—School Buildings.—Wyatt & Nolting, Builders' Exchange Building, Baltimore, Md., have been commissioned to prepare plans for new buildings to be erected on the grounds of the Maryland School for Boys, Maurice Laupheimer, secretary. Structures will include eight or ten cottages (probably of stone construction), administration hall, manual training department, chapel, hospital, kitchen, greenhouse, power-house and railroad station. Contract for \$10,000 barn will soon be awarded, plans for which were reported February 14 as being prepared by Jacob F. Gerwig, 11 East Lexington street.

Louisville, Ky.—Building.—D. X. Murphy & Bro. are preparing plans for building to be erected by the Louisville Gas Co.; 47x148 feet; fireproof construction; steam heat; electric and gas fixtures.

Louisville, Ky.—Chapel.—Fourth Avenue Presbyterian Church has had plans prepared by McDonald & Dodd for the erection of chapel costing between \$25,000 and \$30,000. Dr. W. Francis Irwin is pastor.

Louisville, Ky.—School Buildings.—Louisville Industrial School contemplates improving school for colored boys, erecting a \$20,000 addition to present building and installing a modern laundry. John H. Leathers is president board of directors.

Mansfield, La.—School Building.—Drago & Smith, Cosmopolitan Bank Building, New Orleans, La., have prepared plans for two-story and basement brick school building; cost \$20,000.

Memphis, Tenn.—Hotel.—Selden-Breck Construction Co. is reported as having contract for remodeling and enlarging the rear of the Peabody Hotel at a cost of \$500,000. Harker & Cairns prepared the plans, which call for

10 stories, permanent strengthening of walls, etc. R. Brinkley Snowden is interested.

Memphis, Tenn.—Warehouse.—Benedict, Warren & Davidson have begun the erection of proposed five-story warehouse to cost \$45,000.

Mobile, Ala.—Clubhouse.—C. B. Rogers is preparing plans for clubhouse reported February 21 to be erected by the Athelstan Club. Electric fixtures and elevator will be installed.

Monroe, La.—School Buildings.—Plans by Drago & Smith have been adopted for buildings for the State Training School; mediaeval Spanish type of architecture with flat roof; two stories and basement; brick; cost \$19,400.

Nashville, Tenn.—Church.—West Nashville Presbyterian Church is arranging for the erection of a modern brick edifice costing about \$10,000. Seating capacity will be about 400. Address The Pastor.

Nashville, Tenn.—Church.—Plans prepared by Wheeler, Runge & Dickey, Charlotte, N. C., have been adopted for edifice to be erected by McKendree Church. Main auditorium will have a seating capacity of 900; over portico at front of edifice will be gallery, making total seating capacity of church about 1250; first story of stone, balance brick, stone and terra-cotta. (Referred to February 28.)

Nashville, Tenn.—Clubhouse.—Watauga Club is arranging for the erection of \$100,000 building.

Nashville, Tenn.—Office Building.—Nashville Trust Co. has contracted with George Moore & Sons for the erection of proposed addition to office building.

Nashville, Tenn.—Warehouses.—J. Henry Ferring has purchased the old Athletic Park, 42x469 feet, and has concluded arrangements with New York and Chicago capitalists for the erection on the property of two two-story and full basement reinforced concrete warehouses 160 feet deep. A 42-foot street will subdivide the tract and will be given over to trackage of the Nashville Terminal Co. and the Louisville & Nashville Railroad's terminals. The warehouses will be erected on either side of the street. About \$75,000 will be expended on the erection of the first warehouse block.

New Decatur, Ala.—School Buildings.—City is completing arrangements to erect four school buildings, for which a \$25,000 bond issue has been voted. Address The Mayor.

New Orleans, La.—Apartment-house.—N. W. Murphy, president of the Louisiana Export, Lumber & Box Co., and associates are having plans prepared for a six-story apartment-house to be erected on site 86x141 feet; cost between \$150,000 and \$200,000.

New Orleans, La.—Engine-house.—John O. Chisolm & Co. are lowest bidders, at \$14,990, and will probably be awarded contract to erect engine-house.

New Orleans, La.—Store Building.—Junius Hart Piano Co. has awarded contract to O. & A. Bechtel for remodeling building at a cost of about \$15,000.

New Orleans, La.—Office Building.—Equitable Real Estate Co., Ltd., 230 Carondelet street, will let contract March 15 for the erection of five-story brick building, previously referred to.

New Orleans, La.—Apartment-house.—Stone Bros. are preparing plans for three-story building 50x100 feet to be erected by the Jackson Investment Co.; ordinary construction; steam heat; electric and gas fixtures; cost \$50,000. (Referred to last week.)

New Orleans, La.—City Hall Annex.—Bids are being received for constructing six-story annex 94x122 feet to city hall; steel and brick; concrete floors; terra-cotta trimmings; cost \$200,000. W. J. Hardee is city engineer.

Norfolk, Va.—Hotel.—States Hotel Corporation incorporated with \$25,000 authorized capital stock by J. S. Smyth, T. A. Smyth and J. M. Priest.

Norfolk, Va.—Hotel.—A. G. Black contemplates erecting a temporary 94-room frame annex to the Virginia Hotel.

Norfolk, Va.—Hotel.—Chartered: Carolina Hotel Corporation, with E. S. Webster, president and treasurer, and M. L. Quinn, vice-president and secretary; authorized capital stock \$5000.

Oklahoma City, O. T.—Synagogue.—Contract will be let about April 1 for synagogue reported last week to be built by the Congregation B'nai Israel after plans by Williams & Wells; 45x65 feet; steam heat; electric and gas fixtures; cost \$15,000.

Oklahoma City, O. T.—Business Building.—Plans will be ready March 15 and contract will be let March 23 for building to be erected by S. R. Raymond; three or five

stories; 50x100 feet; fireproof; brick, cement and steel; steam heat; electric fixtures; electric freight elevator; cost \$22,000 to \$25,000. Hawk & Colligan, architects.*

Opelika, Ala.—Building.—Lee Allen will erect a two-story building 25x100 feet; ordinary fireproof construction; cost \$5000.

Owensboro, Ky.—Church and Parsonage.—Reported that site has been purchased on which to erect church and parsonage for the Main Street M. E. congregation; cost \$14,000. Address The Pastor.

Ozona, Miss.—Buildings.—Bids wanted for erection of store building, school building, residence and three tenant-houses for the Ozona Suburban Development Co., after plans by Mackenzie, Biggs & Goldstein, fourth floor New Orleans National Bank Building, New Orleans, La.

Paris, Ky.—School Building.—School Board has adopted plans by H. L. Rowe of Lexington, Ky., for proposed high-school building.

Pensacola, Fla.—Church.—Alfred & Alfred, Box 261, have prepared plans for proposed edifice for St. John the Baptist Church; cost \$12,000.

Pensacola, Fla.—Church.—E. R. Bagdely, Cleveland, Ohio, is revising plans and specifications recently prepared by him for edifice to be erected by the First Methodist congregation. Bids will again be invited within a few weeks.

Pine Bluff, Ark.—School Building.—G. R. Mann, Little Rock, Ark., has been commissioned to prepare plans for proposed \$75,000 high-school building.

Roanoke, Va.—Building.—Turner-White Coffin Co. of North Wilkesboro, N. C., has purchased site on which to erect four-story building.

San Antonio, Texas—Hotel.—San Antonio Hotel Co. incorporated with \$250,000 capital stock by Jot Gunter, George M. Maverick, William Negley, L. J. Hart and others.

Savannah, Ga.—Hotel.—B. Dub proposes to erect one or two additional stories and make other extensive improvements to the Screven House at a cost of about \$50,000. Wallin & Young are preparing plans and estimating on cost. The building when completed will have 40 new bathrooms.

Scaly, N. C.—Sanitarium.—National Sanitarium incorporated with \$15,000 capital stock by D. W. L. Wagoner, Dudley M. Culver, Joseph Knels and others.

Scottsville, Va.—Bank Building.—Scottsville National Bank will erect building. Walter S. Dorrier is cashier.

Seguin, Texas—Theater.—E. Nolte & Sons are having plans prepared by J. C. Ayers of San Antonio, Texas, for a modern theater 60x125 feet; cost \$14,000.

Sewells Point, Va.—Exposition Building.—C. T. Holtzclaw, Hampton, Va., has contract to erect Kentucky Building at the Jamestown Exposition. Contract provides for two main buildings, each 20 feet square, connected by roof 20 feet wide, with 12-foot veranda running full length of each side; four cabins, each 20 feet square, and stockade four feet high connecting the cabins and surrounding main building. About 1000 seats will be furnished within enclosure.

Sewells Point, Va.—Building.—Charles K. Howell has contract to erect Richmond (Va.) building on the Exposition grounds; cost \$9000.

Sewells Point, Va.—Building.—J. E. Anders, Norfolk, Va., has contract at \$5000 for the erection of Baptist building on Exposition grounds.

Sewells Point, Va.—Pier.—Exposition Deep Water Pier Corporation has been chartered at Norfolk, Va., with H. B. Goodridge, president; C. M. Barnett, vice-president; J. W. Hough, secretary-treasurer, all of Norfolk, Va., to build and operate pier, mentioned February 28, for which contract for construction was awarded to John Monk, Norfolk, Va.; company is capitalized at \$50,000. Pier to be 2000 feet long and 33 feet wide; pierhead octagonal, 250x300 feet.

Sewells Point, Va.—Grandstand.—C. T. Holtzclaw, Hampton, Va., has contract to erect for the "101 Ranch" grandstand with a seating capacity of 13,000 and costing \$14,500.

Shawnee, O. T.—Hotel.—J. H. Patterson is having plans prepared by E. J. Peters for three-story brick hotel 44x60 feet; pressed brick; ornamental zinc and iron; hard plaster; cement work; steam heat; cost \$7500.

Shawnee, O. T.—Church.—Contract will be let April 15 for edifice to be erected by the Christian Church, for which E. J. Peters is preparing plans; 60x120 feet; veneer brick; ordinary construction; gas and electric fixtures; cost, completed with furniture, \$20,000. (Referred to March 7.)

Siloam Springs, Ark.—School Building.—

The school building previously reported to be erected will be two stories, of pressed brick, partially fireproof; steam or hot-water heating plant; electric fixtures, etc. A. M. Kokonow is president School Board.

Spartanburg, S. C.—Building.—Salvation Army, M. Walker, local commander, is arranging for the erection of two-story brick building costing \$10,000.

Statesville, N. C.—Building.—J. J. Mott will shortly begin the erection of a three-story building with a frontage of 50 feet, to be occupied by J. K. Morrison & Sons' Co.

St. Louis, Mo.—Building.—Chapline Construction Co. has contract to erect two additional stories to building for St. Louis Brass Co., 2615 Washington street, after plans by J. L. Wees, 410 Commercial Building; cost \$35,000.

St. Louis, Mo.—Dwelling.—Royal Investment Co. will erect three-story residence; ordinary construction; hot-water heating plant; cost \$15,000. Drischler & Elsner, Wainwright Building, prepared the plans.

St. Louis, Mo.—Bank and Office Building.—Mauran, Russell & Garden, Chemical Building, are reported as preparing plans for building to be erected by the National Bank of Commerce; 16 stories, 149x127 feet; granite; composition roof; cost \$2,500,000.

St. Stephens, Ala.—Jail Building.—Washington County Commissioners have awarded contract to Youngblood Bros., Decatur, Ala., at about \$9000 for erection of jail building.

Tampa, Fla.—Warehouse.—I. W. Phillips & Co. are having plans prepared for the erection of a storage warehouse, 50x200 feet, to be sided with corrugated galvanized iron.

Tifton, Ga.—Residence.—E. A. Buck has awarded contract to G. W. Milligan for erecting a nine-room residence; 81x90 feet; two stories; brick veneer and hardwood; cost about \$20,000.

Tyler, Texas.—Postoffice and Courthouse.—James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., will receive bids until April 15 for constructing (complete) extension to the United States postoffice and courthouse, in accordance with drawings and specifications, copies of which may be had at office of supervising architect or at office of the custodian of the building, at the discretion of the supervising architect.

Washington, D. C.—Building Improvements.—James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., will receive bids until April 12 for repairing the east front of the United States Treasury Building, in accordance with specifications, copies of which may be had on application.

Washington, D. C.—Theater.—Appleton P. Clark, Jr., architect, 605 F street N. W., has about completed plans and specifications for the proposed reconstruction and alterations to be made to the Academy of Music, 9th and D streets; Samuel J. Prescott Company, 700 13th street N. W., builder.

Washington, D. C.—Fire Stations and Schools.—Plans and specifications are being prepared in the office of Building Inspector Ashford for the erection of three fire stations and several school buildings. Construction work will not begin before July 1.

Washington, D. C.—Dwelling.—Mrs. S. P. Shaler has awarded contract to H. V. Sanford for the erection of proposed dwelling at Sheridan Circle and R street, for which Geo. Oakley Totten, Jr., architect, 930 16th street N. W., prepared plans; structure to be four stories high; about 45x57 feet; cost about \$40,000.

Washington, D. C.—Dwelling.—James M. Dunn, contractor, 1324 5th street N. W., was the lowest bidder for the erection of three-story dwelling at 503 N street N. W. for P. J. Collins.

Washington, D. C.—Dwelling.—Mrs. Marshall Field, Chicago, Ill., has commissioned Wyeth & Cresson, architects, 1517 H street N. W., to prepare plans and specifications for dwelling to be erected on northeast corner 17th street, or New Hampshire avenue and S street N. W.; structure will probably front 100 feet on 17th street, with a depth of 100 feet on S street; to be of brick with stone trimmings. Referred to last week.

Washington, D. C.—Dwelling.—Mrs. Platt Hunt, Chicago, Ill., has commissioned Wyeth & Cresson, architects, 1517 H street N. W., to prepare plans and specifications for dwelling to be erected on Sheridan Circle, 23d and Q streets; structure will probably occupy frontage on Sheridan Circle, with a depth of about 75 feet. Referred to last week.

Washington, D. C.—Hotel.—Congress Hall Hotel Co. has secured permit for the erection of its proposed five-story brick hotel at 233 New Jersey avenue S. W.; Harding & Upham, 729 15th street N. W., architects;

James L. Parsons, Pennsylvania avenue and 13½ street N. W., builder; cost about \$300,000.

Washington, D. C.—Office Building.—Elliott Wood, superintendent United States Capitol building and grounds, has awarded contract to Rullman & Wilson, Mount Royal and Lafayette avenues, Baltimore, Md., for furnishing interior marble work of rotunda section of the Senate office building at \$225,000; to B. A. and G. N. Williams, 5 East 42d street, New York, contract for work on the conference-room of Senate building at \$121,000; to Parkersburg (W. Va.) Mill Co. contract for sash, doors and frames for the House building at \$13,482.

Washington, D. C.—Apartment-house.—T. H. Pickford, 1410 G street N. W., has secured permit for the erection of his proposed five-story apartment-house to cost about \$40,000; T. H. Pickford, builder; A. H. Beers, architect, 717 14th street N. W.

Washington, D. C.—Dwelling.—Henry A. Willard, 1416 F street N. W., has secured permit for the proposed three-story dwelling at 1320 L street N. W.; cost about \$9000; Henry Hull, architect and builder, 1418 F street N. W.

Washington, D. C.—Dwellings.—F. A. Blundon, 122 G street N. W., will erect six two-story brick dwellings at 1201 to 1211 Harvard street, Columbia Heights; structures to be modern and cost about \$30,000; A. M. Poynton, architect, 911 French street N. W.

Washington, D. C.—Office Building.—Johnson & Wimsatt, 1212 Water street S. W., has had plans and specifications prepared for the erection of proposed office building to replace structure at foot of 13th street recently burned. Structure will be of modern design, two stories high.

Washington, D. C.—School.—Commissioners District of Columbia have awarded contract at \$42,500 to Pavarina & Wyne, 322 Munsey Building, for the erection of proposed schoolhouse at Anacostia.

Washington, D. C.—Apartment.—Franklin T. Sanner, 18th street and Columbia road, contemplates the erection of four-story apartment-house on the west side of 15th street north of Columbia road. Site has a frontage of 50 feet and depth of 200 feet.

Washington, D. C.—Dwelling.—Wyeth & Cresson, 1517 H street N. W., are preparing plans and specifications for a residence for Capt. Floyd Harris to be erected on the north side of Q street west of New Hampshire avenue. Site has frontage of 40 feet. Structure will be four stories high, of French design.

Washington, D. C.—Apartment-houses.—George S. Cooper, architect, 1413 G street N. W., will erect two four-story apartment-houses on Kalorama road, between 18th and 19th streets; each structure to be of light brick with stone trimmings and have four suites of four or five rooms each, with bath on each floor; interior woodwork to be finished in mahogany and white, and hall on first floor to be wainscoted in marble.

Washington, D. C.—Apartment-houses.—George S. Cooper, architect, 1413 G street N. W., is preparing plans and specifications for the erection of two four-story apartment-houses on Wyoming avenue, between 18th and 19th streets; structures to be of red brick with stone trimmings; hallways to be finished in marble with tile flooring; cost about \$80,000.

Water Valley, Miss.—Cotton Warehouse.—Farmers' Union Warehouse Association, reported organized February 23, will erect warehouse, 125x200 feet, with heavy sheet-iron walls and fireproof roofing; L. B. McFarland, president board of directors.

Water Valley, Miss.—Church.—Contract has been awarded for the erection of proposed \$13,000 edifice for the Methodist congregation. T. M. Walker is chairman of building committee.

Waurika, O. T.—Hotel.—Stuard Bros. are having plans prepared for a \$25,000 hotel.

Waynesboro, Ga.—Church.—Contract will be let March 18 for edifice to be erected by the Waynesboro Methodist congregation after plans by T. F. Lockwood, Columbus, Ga.; fireproof construction; cost \$25,000. Heating plant, electric-light fixtures, organ, seats and art glass have not been decided on. W. M. Fulcher is secretary building committee.

Wentworth, N. C.—Courthouse.—Bids will be received until April 1 at the office of J. A. Scales, Register of Deeds of Rockingham county, Wentworth, N. C., for the erection of courthouse according to plans and specifications on file in office of Register of Deeds, also at office of Frank P. Milburn & Co., Home Life Building, Washington, D. C., which will be on file after March 18. Certified check for \$500 must accompany each bid. Contractors will be paid 80 per cent. as work

progresses; usual rights reserved; C. H. Dalton, chairman Board of Rockingham County Commissioners.

Wheeling, W. Va.—Hotel.—Construction work will shortly begin on the \$300,000 annex to the McClure Hotel, for which A. S. Wilson & Co. have contract.

Wilmington, N. C.—Church.—Christian Science congregation will soon begin the erection of edifice; two stories; Indiana limestone; seating capacity about 500. Hunt & Hunt, 28 East 21st street, New York, N. Y., prepared the plans and specifications.

Winnboro, S. C.—Church.—Arthur W. Hamby, 412 Loan and Exchange Bank, Columbia, S. C., is preparing plans for edifice reported February 21 to be erected by the Methodist congregation; brick with stone trimmings; metal roof; art glass; hard plaster; electric fixtures; hot-air heat; flex-fold partitions, etc.

Ybor City, Fla.—Theater.—Circulo Cubano Dramatic Society will erect a modern theater at a cost of about \$16,000.

RAILROAD CONSTRUCTION.

Railways.

Atlanta, Ga.—The County Commissioners have extended the franchise of the Atlanta-Carolina Construction Co., which proposes to build an electric railway in Fulton county.

Atlanta, Ga.—The Georgia Electric Railroad Co., which proposes to build a line three or four miles long, has applied for a charter to build a line in Fulton county from the terminus of the Georgia Railway & Electric Co.'s line on Peachtree road, near Atlanta. The incorporators are P. S. Arkwright, G. W. Brine, Thomas K. Glenn, W. H. Glenn, H. N. Hurt, S. E. Simmons, R. E. Cullinane, W. B. Stovall, F. M. Sisk and W. H. Wright. The line will run to Buckhead and probably through Fulton county, and may be extended into Cobb and DeKalb counties. Mr. Arkwright is president of the Georgia Railway & Electric Co., and several of the other gentlemen named are also connected with that corporation.

Bennettsville, S. C.—President J. J. Heckart of the Bennettsville & Cheraw Railroad writes the Manufacturers' Record that the company proposes to build an extension 25 miles long from Bennettsville to Blenheim, Drake and Brownsville. Work is to start within 30 days and will be done by the company. The present roadbed, 14 miles long from Kollocks to Bennettsville, will be improved.

Bluefield, W. Va.—Prof. A. S. Greener of Burke's Garden and others are reported to be pushing plans for the proposed electric railroad to connect Burke's Garden, Cove Creek and Bluefield.

Brenham, Texas.—A meeting has been held at the office of Pennington & Shultz to consider a plan to build a railroad from Brenham to Waco, Texas, 121 miles. T. A. Low presided, and he, together with D. C. Giddings and F. W. Wood, have been appointed a committee to confer with the promoters of the line.

Brandsville, Mo.—Reported that a lumber company proposes to build a railroad from Brandsville to Salem. The Mayor may be able to give information.

Brewton, Ala.—The Cedar Creek Mill Co., it is reported, contemplates extending its railroad 22 miles from Brooklyn to Andalusia, Ala.

Carrizo Springs, Texas.—Geo. W. Drumheller, civil engineer, has, it is reported, begun survey for the proposed South Texas & Gulf Railway from Artesia to Carrizo Springs and Uvalde, Texas. Geo. B. Jenkinson of New York is promoting the line.

Chandler, O. T.—The Chandler & Shawnee Railroad Co. has been chartered to build a line connecting the points named; capital \$600,000. It will complete the old line started by the former Choctaw, Oklahoma & Gulf Railroad Co. from Guthrie to Shawnee. The directors are W. R. Gulick, Frank S. Dimon, J. F. Collar, George B. Ryttenhouse, D. M. Owen, E. B. Hoyt, H. B. Gistrap, William Schlegel and H. G. Stettmund, all of Chandler. Thirty miles are to be built.

Chattanooga, Tenn.—S. W. Divine, promoter of the proposed Tennessee-Georgia Interurban Electric Railway Co., is reported as saying that financial arrangements are complete and that an organization will be effected soon. Final surveys are to begin immediately. Line is to run from Chattanooga to Chickamauga Park, Ringgold, Catoosa Springs and other points, including, perhaps, Dalton, Ga. It will be about 48 miles long.

Clarksville, Ark.—George Rosenthal of the St. Louis and Westinghouse Electric Supply Co. and D. B. Lancaster of the Continental Trust Co. of St. Louis have, it is reported,

made preliminary arrangements to build an electric railway from Clarksville to Spadra, Ark., about eight miles.

Clinchport, Va.—Engineers are reported to be surveying for the South & Western Railway, a branch from Clinchport to Rose Hill, 40 miles. W. A. Doane is principal assistant engineer at Bristol, Tenn.

Crowley, La.—A prominent official of the Kansas City Southern Railroad Co. writes the Manufacturers' Record saying that the press report to the effect that the company had secured control of the New Orleans, Crowley & Western Railroad is not warranted by any facts of which he knows. It was also reported that a connection was to be built.

Dallas, Texas.—The Texas Traction Co. has filed deeds to secure \$2,000,000 of bonds to the Old Colony Trust Co. of Boston. Construction of the line from Dallas to Sherman is already under way.

Elk Valley, Tenn.—The Elk Valley & Onelda Railway Co. has been chartered with \$50,000 capital to build a line from Elk Valley in Campbell county to Onelda in Scott county. The incorporators are H. C. Lindsay, B. S. Young, C. H. Smith, R. N. Kesterson and J. O. Smith. An officer of the Tennessee Railway writes the Manufacturers' Record denying the press report that President B. M. Robinson was interested in the new line.

El Reno, O. T.—An officer of the Fort Smith & Western Railroad Co. writes the Manufacturers' Record confirming the report that the company has contemplated building a line southwest from El Reno, but says that the matter has never been given serious consideration.

Florence, Ala.—The Manufacturers' Record is informed that the Hon. I. H. Dungan of Humboldt, Tenn., is the principal promoter of the Tennessee Western Railway Co., which proposes to build a line from Florence, Ala., to Caruthersville, Mo. Hon. T. A. Lancaster of Lexington, Tenn., is also interested.

Floydada, Texas.—Mr. W. M. Massie writes the Manufacturers' Record that the Llano Estacado & New Mexico Railway is the name of the line which he and others are promoting to connect with the southern extension of the Pecos & Northern Texas Railroad, running from Canyon City to Plainview, and with the Panhandle Short Line, which is to be built from Hereford, Texas, south.

Fredericksburg, Texas.—Mr. Temple D. Smith informs the Manufacturers' Record that no company has yet been organized to build the proposed Fredericksburg Terminal Railroad. The plan is for a line 24 miles long, of which 17 miles are graded and seven miles are yet to be completed, including a tunnel about 1000 feet long. It is desired to hear from responsible and capable railroad builders who have reliable arrangements for carrying out any plans they may submit.

High Point, N. C.—J. W. Guire is reported to be securing rights of way for the proposed electric railway of the North Carolina Electric Co. from High Point to Deep River Church, Hickory Grove, and a connection at Pomona with the Greensboro Electric Railway.

High Point, N. C.—The Carolina Valley Railroad Co., hitherto known as the Thomasville, Glen Anna & Pee Dee Railroad Co., will, it is reported, begin construction within 30 days on its proposed line from Winston-Salem to Thomasville, High Point and Wadesboro. Dee Allen is president.

Kansas City, Mo.—L. F. Loree, chairman of the Kansas City Southern Railroad, is reported as saying that \$12,000,000 will be expended for betterments, of which \$5,000,000 will be expended this year. This work will include reduction of grades, building of new tracks and other improvements. A. F. Rust is chief engineer at Kansas City.

Lexington, Ky.—The Lexington & Interurban Railway Co. proposes to build this year, through the Kentucky Traction Co., a line to Winchester, and possibly to Richmond, Ky. J. Levering Jones of Philadelphia is president and Louis des Cognets of Lexington, Ky., is vice-president.

Little Rock, Ark.—J. F. Russ, representing the Little Rock & Hot Springs Electric Co., has, it is reported, concluded negotiations in Chicago with a construction company which offers to build the proposed electric railway to connect the two cities. A meeting will be held in each place to act upon the proposition.

Lithonia, Ga.—President S. H. Venable of the Atlanta, Stone Mountain & Lithonia Railroad Co., Atlanta, Ga., informs the Manufacturers' Record that construction of the road will not begin for some time.

Louisville, Ky.—The Cumberland River & Nashville Railroad Co., 429 East Broadway, Louisville, Ky., writes the Manufacturers'

Record that it is ready to begin construction. C. E. Cook and others are interested.

Macon, Ga.—The Central of Georgia Railway, it is reported, will make extensive improvements to the line between Macon and Atlanta, building a number of additional passing tracks. C. K. Lawrence is chief engineer at Savannah, Ga.

Memphis, Tenn.—The Memphis Railroad Terminal Co., capital \$100,000, has been incorporated by A. W. Sullivan, S. T. Fulton, F. A. Britton, C. R. Gray, J. L. Lancaster, W. S. Kling, J. H. Watkins, W. J. Haralson, G. E. Evans, C. H. Ackert and J. W. Thomas, Jr.

Middleton, Tenn.—Reported that plans are contemplated to build a connection between the Chicago & Eastern Illinois Railroad, starting from Jopka, Ill., and the Mobile, Jackson & Kansas City Railroad at Middleton, Tenn., including a line into St. Louis. About 250 miles of track will be necessary. R. H. Howard is engineer maintenance of way of the Chicago & Eastern Illinois Railroad at Chicago, Ill., and H. S. Jones is chief engineer of the Mobile, Jackson & Kansas City Railroad at Mobile, Ala.

Nashville, Tenn.—Patrick Hirsch of New York has, it is reported, the contract to build the proposed Nashville & Columbia Railway from Nashville to Mount Pleasant, Tenn., and will begin work immediately on the final survey.

New Iberia, La.—The Police Jury has appointed a committee, consisting of Leon M. Lemaire, A. B. Romero and A. Goula, on the proposition to build a railroad about 35 miles long from New Iberia via St. Martinsville, Breau, Bridge and Arnaudville to Port Barre on the Texas & Pacific Railway. The City Council has also appointed a committee composed of George W. Dallas, O. Renouet and L. Lemaire, and the Board of Trade has named P. R. Burke, J. W. Eckart, Jules Dreyfus, H. L. Smith, E. T. Weeks, Charles Goughenheim, R. S. McMahon and M. W. Fisher. These committees are to hold a joint meeting.

Norfolk, Va.—The Virginian Railway Co. is the new name of the Tidewater Railway Co. according to a charter just issued at Richmond, which authorizes the increase of the capital stock to \$3,500,000. The present capitalization is \$100,000. The Virginian Terminal Railway Co. of Norfolk has also been chartered by the same interests. The first new company will take over the Tidewater and Deepwater railway companies of Virginia and West Virginia, respectively, and will complete the line which is controlled by H. H. Rogers of New York. The Terminal Company will control the Norfolk terminals of the road. There is no change in the officers of the Tidewater, Mr. W. N. Page of Ansted, W. Va., continuing as president. Walter H. Taylor of Norfolk is president of the Terminal Company.

Ohatchee, Ala.—The Seaboard Air Line has completed its four-and-one-half-mile branch from Ohatchee to the ore mines of the Morris Mining Co.

Oklahoma City, O. T.—The line proposed by the St. Louis, Springfield & Oklahoma Western Railway Co. is from Lawton eastward to Sulphur, I. T.; McAlester, Stigler and Sallisaw, I. T., a total distance of 233 miles; capital, \$3,250,000. The offices are at Lawton, O. T., and Sulphur, I. T., and the incorporators are G. S. Stocker, Stigler, I. T.; W. T. Douglass, R. Downing and A. D. Goodnough, Sulphur, I. T.; J. J. Beall and J. D. Jennings, Oklahoma City, O. T.

Pine Bluff, Mo.—Reported that bids will be received within two months for building the proposed Arkansas, Louisiana & Gulf Railway from Pine Bluff, Ark., to Monroe, La., 150 miles. A. H. Van Auken is chief engineer at Pine Bluff and Alfred Cowles is president, with office in the Postal Telegraph Building, Chicago, Ill. E. G. Hammock of Monticello, Ark., is general attorney.

Port Arthur, Texas.—Wm. Breitschneider, assistant engineer, is reported to be doing preliminary work for the building of the proposed three-mile spur which the Southern Pacific Railway will build to enter Port Arthur. A. V. Kellogg is chief engineer at Houston, Texas.

Rusk, Texas.—A bill has been introduced in the Legislature to enable the State Penitentiary Board to extend its railroad as proposed, and the board is authorized to issue \$150,000 of 5 per cent. bonds.

Salisbury, N. C.—T. J. Jerome of Monroe, N. C., is reported to be interested in a plan to build an electric railway from Salisbury via Mount Pleasant to Monroe.

Sabinal, Texas.—W. E. Bradway, secretary of the United Kaolin Properties Co. of Chicago, is reported as saying that survey has been completed for the proposed railroad from Leakey, in Edwards county, Texas, 50

miles, to a connection with the Southern Pacific Railway, four miles from Sabinal. Construction is expected to begin April 15. Milton Wolf of Chicago is president of the company.

Shawnee, O. T.—Reported that C. Kaighn, chief engineer of the Midland Valley Railroad, has begun survey for the proposed extension from Jenks to Shawnee, about 100 miles. His address is Muskogee, I. T.

Stephenville, Texas.—Construction is reported begun on the Stephenville, North & South Texas Railroad at a point about two and a half miles from Stephenville; line runs from Stephenville to Hamilton, 35 miles.

Tampa, Fla.—The Hillsboro County Commissioners have granted a franchise for an electric railway from Tampa to St. Petersburg and Clearwater, 30 miles. J. Craig Phillips, James N. Holmes and C. B. Ware are interested. Work is to begin immediately.

Vereen, Fla.—President J. L. Phillips of J. L. Phillips & Co., Thomasville, Ga., lumber manufacturers, writes the Manufacturers' Record confirming the report that the firm has bought the Natural Bridge Railroad and is extending it to haul manufactured lumber. It will be 32 miles long.

Wheeling, W. Va.—The Manufacturers' Record is officially informed that the improvement plans of the Wheeling Terminal Railroad in connection with property recently purchased in the eastern part of Wheeling are not ready for publication.

Wichita Falls, Texas.—J. W. Fields, chief engineer of the Wichita Falls & Northwestern Railroad, is reported again in the field for work preliminary to completing the line.

Wilburton, I. T.—An official of the Missouri, Kansas & Texas Railway writes the Manufacturers' Record denying the report that the company would build a line from Wilburton to Fort Smith.

Street Railways.

Amarillo, Texas.—J. H. Hall of Decatur, Ala., has, it is reported, taken charge as engineer of the construction of the proposed electric street railway.

Augusta, Ga.—The Augusta Street Railway & Electric Co. has applied to the City Council for permission to lay tracks for an extension.

Gadsden, Ala.—The Alabama City, Gadsden & Attalla Railroad Co., it is reported, has given orders for 18 miles of steel rails and will build that amount of new track this year. J. D. Gaboury is manager.

Grafton, W. Va.—The City Traction Co., it is reported, is preparing to build the proposed street railroad two and a half miles long. C. E. Conway of Fairmont, W. Va.; B. F. Overholt and E. L. Rutherford of Scottsdale, Pa., and others are interested. S. M. Faust of Connellsville, Pa., has prepared plans. The company has organized by electing officers as follows: President, John T. McGraw, Grafton; vice-president, D. S. Overholt, Scottsdale, Pa.; treasurer, C. E. Conway, Fairmont; secretary, T. A. Deveney, Grafton; executive board, D. S. Overholt, John T. McGraw, T. A. Deveney and C. E. Conway.

Henderson, Ky.—The Henderson Traction Co., capital \$150,000, has been incorporated by Walter Schmidt of Cincinnati, J. W. Garlison and Samuel McDonald of Louisville, A. O. Brown & Co. of New York and J. H. Lyne of Henderson.

Lake Charles, La.—The Lake Charles Street Railway Co. is preparing to build an extension.

Memphis, Tenn.—The Memphis Street Railway Co. is reported to have plans for a large amount of improvements this summer, including extensions and the rebuilding of lines.

Natchez, Miss.—The Southern Light & Traction Co. has been authorized by Congress to extend its line over the National Cemetery road, about one mile.

New Orleans, La.—The New Orleans Railway Co. will, it is reported, rebuild some of its lines. E. C. Foster is president.

Norfolk, Va.—The Norfolk & Ocean View Railway Co. has recorded a mortgage for \$1,500,000 to secure bonds, about \$900,000 of which are to be used for additional lines and betterments. This company recently acquired the Bay Shore Railway. E. C. Hathaway is general manager.

Princeton, W. Va.—J. J. Duffy of Norfolk, Va., is reported to be pushing work on the plans for the trolley line and electric-light plant in Princeton.

Roanoke, Va.—The Roanoke Traction Co. of Roanoke has been chartered to build a street railway in Roanoke; capital, \$10,000 to \$40,000; president, C. Markley; vice-pres-

ident, C. G. Cannaday, the others interested being M. A. Riffe, J. T. Bandy, B. B. Dillard, R. C. Camp, G. R. Paris and J. A. Staff.

Washington, N. C.—The Board of Aldermen has granted a franchise to the Washington Investment Co. to build and operate an electric street railway with four miles of track.

Yazoo City, Miss.—Reported that the City Council has awarded to the Saunders-Johnson Company of Vicksburg, Miss., the contract to build the City Street Railway, over three miles long and to be in operation in July; cost \$50,000.

MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Agricultural Implements.—See "Farm Machinery."

Agricultural Implements.—Powhatan Farm (Inc.), Room 35 Merchants' Bank Building, Richmond, Va., wants farming implements and machinery.

Boiler.—Black Diamond Mining Co., W. W. Bridges, president and general manager, Drakesboro, Ky., wants boiler.

Boiler.—Tulahoma Tobacco Works, Tulahoma, Tenn., wants 10 or 15 horse-power boiler. (See "Engine and Boiler.")

Boiler.—Pearson & Hayton, Marshall, O. T., want 80-horse-power horizontal steam boiler and all connections complete. (See "Engine and Boiler.")

Boiler.—Wanted, one 10 to 20 horse-power second-hand horizontal tubular boiler; name best cash prices. Georgia Machine & Equipment Co., P. O. Box 239, Atlanta, Ga.

Boiler.—Wanted, one 150 to 200 horse-power second-hand tubular boiler in good condition, and must stand inspection of 100 pounds pressure; give full information, where can be inspected, make, how long in use and best cash prices; want for immediate delivery at Atlanta. Georgia Machine & Equipment Co., P. O. Box 239, Atlanta, Ga.

Boiler Heater.—See "Heater."

Boilers.—See "Engines and Boilers."

Boiler.—See "Water-works."

Boilers.—J. H. McWilliams, McWilliams Oil, Gas & Manufacturing Co., McWilliams, Ala., wants prices on boilers.

Bone Cutter.—T. M. Byrd, R. F. D. No. 3, Salisbury, N. C., wants second-hand bone cutter. State make, condition and delivered price.

Bookbinding Equipment.—MacGowan-Cooke Printing Co., Inc., Chattanooga, Tenn., wants catalogues and prices on material and metal parts for printing and bookbinding, also for manufacturing advertising merchandise and leather goods, loose-sheet bladders, etc.

Bridge.—Cumberland River & Nashville Railroad Co., 429 East Broadway, Louisville, Ky., wants deck-plate girder bridge 1000 feet long to be built across the Cumberland river; second-hand.

Bridge Construction.—Greensville and Sussex counties will let contract at Sussex, Va., March 21, for a two-span riveted steel bridge, 100 feet each, each approach 25 feet; standard bridge, seven-inch steel beams, approaches to rest on concrete, steel handrail, cylinder piers at bank not less than 30 inches, center piers not less than 36 inches.

Bridge Construction.—Bids will be received March 26 at office of F. M. Guthrie, chairman of committee, 70 Madison avenue, Memphis, Tenn., for building steel span 220 feet long, repairing and re-erecting two old spans 100 and 125 feet long, respectively, and building two new steel piers and one concrete abutment on Hindman Ferry road, Shelby county, Tennessee. Plans and specifications on file at office of F. M. Guthrie.

Broom Corn.—P. H. Neal, Neal Hardware Co., Reidsville, N. C., wants prices on broom corn.

Broom Machinery.—P. H. Neal, Neal Hardware Co., Reidsville, N. C., wants prices on machinery for making brooms.

Building Materials.—I. W. Phillips & Co., Tampa, Fla., wants prices on corrugated galvanized iron.

Building Materials.—Powhatan Farm, Inc., Room 35 Merchants' Bank Building, Richmond, Va., wants building materials.

Building Materials.—Solomon-Norcross Company and Hall-Ilges Company, associate engineers, 1622 Candler Building, Atlanta, Ga., want prices on building materials.

Building Materials.—L. B. McFarland, president board of directors Farmers' Union Warehouse Association, Water Valley, Miss., wants prices on fireproof material for walls and roofing for cotton warehouse.

Building Materials.—Herald News Co., El Paso, Texas, wants prices on materials for the erection of eight-story fireproof building 50x32 feet.

Cement Machinery.—E. B. Bailey, Monticello, Fla., wants machinery for making cement.

Cement.—Bids will be received at the United States Engineer Office, Wheeling, W. Va., until April 3 for furnishing and delivering about 9500 barrels American Portland cement at dam No. 18, Ohio river. Information furnished on application. F. C. Boggs, captain engineers.

Concrete Reservoir.—Municipal Board of Awards, City Hall, will receive sealed proposals until March 20, 1907, for the construction at Bayview Asylum, Highlandtown, Md., of a reinforced concrete reservoir and for furnishing and laying water pipes, drains, etc., in connection therewith, according to plans and specifications at the office of the Water Engineer, Baltimore, Md.; proposals to be accompanied by certified check for \$500 drawn to the order of the Mayor and City Council of Baltimore, Md.; right reserved to reject any or all bids.

Concrete Work.—Bids marked "Proposals for Quay Walls" will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until March 30 for constructing concrete quay walls at the navy yard, Charleston, S. C. Plans and specifications can be obtained at bureau or will be furnished by the commandant of the navy yard named. H. H. Rosseau, chief of bureau.

Conduit and Wiring System.—James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., will receive bids until April 4 for the installation of a conduit and wiring system in the enlargement of the United States courthouse, post-office, etc., at Macon, Ga., in accordance with drawings and specifications, copies of which may be had at office of supervising architect or at office of the Superintendent of Construction, Macon, Ga., at the discretion of the supervising architect.

Cotton Gins.—Wanted to correspond with manufacturers of cotton gins. Address S. M. Carson, 210 English-American Building, Atlanta, Ga., or W. E. McGee, Sharpsburg, Ga.

Cotton Mill Supplies Machinery.—William Walker Jones, 119 North Person street, Raleigh, N. C., wants addresses of manufacturers of roll-covering machines and tools for roll-coverers' use, as used by cotton mills.

Cotton-rope Machinery.—E. W. Anderson, secretary Monroe Progressive League, Monroe, La., wants prices and other information on cotton-rope machinery; has power plant.

Cottonseed-oil Machinery.—Chickasha Cotton Oil Co., Chickasha, I. T., wants necessary machinery for 60-ton cottonseed-oil mill.

Dairy Equipment.—Denison Dairy Farm Co., Denison, Texas, wants addresses of manufacturers of dairy equipment.

Drills.—J. C. Peden, Bellamy, Ala., wants to correspond with manufacturers relative to securing agency for drills.

Dry-kiln.—Queen City Furniture Manufacturing Co., Ltd., Box 411, Shreveport, La., wants dry-kiln.

Dry-kiln.—Union Manufacturing Co., E. W. Geyer, manager, Burkeville, Va., wants dry-kiln of about two cars' capacity.

Dye Plant.—American Hosiery Mills, Kernersville, N. C., wants complete dye plant.

Electric Fixtures.—Herald News Co., El Paso, Texas, wants electric fixtures for eight-story building.

Electrical Equipment.—Black Diamond Mining Co., W. W. Bridges, president and general manager, Drakesboro, Ky., wants electric motor.

Electrical Equipment.—Solomon-Norcross Co. & Hall-Ilges Co., associate engineers, 1622 Candler Building, Atlanta, Ga., want prices on electrical equipment.

Electrical Equipment.—King Lumber & Manufacturing Co., Ltd., 611 Louisiana avenue, New Orleans, La., wants estimates on motors installed ready for use.

Electrical Equipment.—Columbus Equip-

ment Co., Columbus, Ohio, wants one 1000 to 1200-kilowatt street-railway generator direct connected to 1500 to 1800-horse-power Cross compound engine.

Electrical Work.—Bids marked "Proposals for Electric Work, Fort Sam Houston, Texas," and addressed to L. J. Fleming, constructing quartermaster, Fort Sam Houston, Texas, will be opened in April for furnishing and installing electric-lighting fixtures in the following buildings: Post exchange and gymnasium, post hospital, officers' club and two double-stable guard and shop buildings; for the electric wiring in two double-stable guard and shop buildings, and for furnishing pole lines and making service connections to all the buildings before mentioned. Bidders are required to furnish names and places of business of manufacturer or manufacturers whose goods they hope to furnish; United States reserves usual rights.

Electric-light Plant.—D. D. Dougherty, principal Appalachian Training School, Boone, N. C., wants information, prices, etc., on electric-light plant to light school building; operated by water-power.

Electric-light Plant.—Clifton Forge, Va., will let franchise April 8 for electric-light plant. Address The Mayor.

Elevator.—Pipkin & Burlin, Beaumont, Texas, wants electric elevator for two-story building; first floor 14 feet, second floor 12 feet; size of platform on elevator to be 7 feet wide and 16 feet long.

Elevator.—Allen Kennedy, Fort Smith, Ark., wants prices on electric passenger elevator.

Elevator.—S. R. Raymond, Oklahoma City, O. T., wants prices on electric freight elevator.

Elevators.—Herald News Co., El Paso, Texas, wants two passenger elevators for eight-story building.

Engine.—Wanted, one 16x42 Corliss engine; second-hand; 150 to 175 horse-power; name best cash price, where can be inspected and full information; want immediately for Atlanta delivery. Georgia Machine & Equipment Co., P. O. Box 239, Atlanta, Ga.

Engine.—M. A. Greene, Tallapoosa, Ga., wants a seven or eight-horse-power gasoline engine.

Engine and Boiler.—Pearson & Hayton, Marshall, O. T., want second-hand 50 to 60-horse-power steam engine, 80-horse-power horizontal steam boiler and all connections complete.

Engines.—Standard Plumbing & Supply Co., No. 1 Park street, Morgantown, W. Va., wants to secure the agency for a small gas engine.

Engines.—Columbus Equipment Co., Columbus, Ohio, wants one 24x48-inch and one 14x36-inch Corliss, either right or left-hand, and one Westinghouse upright engine of suitable size to be direct connected to 350 to 400-kilowatt generator for street-car service. State date of delivery.

Engine and Boiler.—Tullahoma Tobacco Works, Tullahoma, Tenn., wants small engine of sufficient power to operate exhaust fan of 40 inches diameter and 10 or 15-horse-power boiler.

Engines and Boilers.—Solomon-Norcross Co. & Hall-Ilges Co., associate engineers, 1622 Candler Building, Atlanta, Ga., want prices on engines and boilers.

Engines and Boilers.—J. C. Peden, Bellamy, Ala., wants to correspond with manufacturers with a view to securing agency for engines and boilers.

Excavating Machinery.—Barker Chemical Co., 106 Bay street, Savannah, Ga., wants addresses of manufacturers of trenching or ditch-digging machines.

Excelsior Machinery.—Leesville Mattress Factory, E. J. Etheredge, president, Leesville, S. C., wants addresses of manufacturers of excelsior machinery.

Excelsior Machinery.—Queen City Furniture Manufacturing Co., Ltd., Box 411, Shreveport, La., wants excelsior machinery.

Excelsior Machinery.—Salem Excelsior Co., Ralph Siewers, president, Winston-Salem, N. C., wants machinery for making excelsior pads used in packing furniture.

Excelsior Machinery.—Wanted, second-hand excelsior-cutting machinery and equipment. Georgia Machine & Equipment Co., Atlanta, Ga.

Exhaust Apparatus.—Hagerstown Spoke & Bending Co., Hagerstown, Md., wants bids for installing dust-pipe system for removing shavings from factory building.

Exhaust Fan.—Tullahoma Tobacco Works, Tullahoma, Tenn., wants exhaust fan about 40 inches in diameter.

Farm Machinery.—See "Agricultural Implements."

Farm Machinery.—Denison Dairy Farm Co., Denison, Texas, wants addresses of manufacturers of farm machinery.

Fire-fighting Equipment.—P. J. Mims, Leesville, S. C., wants prices on duplex fire pump.

Heater.—Pearson & Hayton, Marshall, O. T., wants Cochran open heater for 80-horse-power boiler.

Heating Apparatus.—Herald News Co., El Paso, Texas, wants steam-heating apparatus for eight-story building.

Heating Apparatus.—S. R. Raymond, Oklahoma City, O. T., wants prices on steam-heating apparatus.

Hoisting Equipment.—F. W. Thornwell, superintendent Southwestern Copper Co., Sierra Blanca, Texas, wants 35-horse-power gasoline hoist.

Hoisting Machines.—T. M. Byrd, R. F. D. No. 3, Salisbury, N. C., wants hoisting machines, horse-power for derricks, five-eighth-inch to seven-eighth-inch steel cables, Swedish iron cables, three-quarter inch to one inch, any length; second-hand preferred. State condition and delivered prices.

Hose.—P. J. Mims, Leesville, S. C., wants price on hose.

Hydro Extractor.—American Hosiery Mills, Kernersville, N. C., wants a new or second-hand hydro extractor or whizzer, engine driven, 38-inch, 40-inch or 42-inch.

Ice-cream Factory.—E. S. Taylor, Box 16, Corpus Christi, Texas, wants equipment for ice-cream factory.

Implement Parts.—John A. McKay Manufacturing Co., Dunn, N. C., wants steel wheels and small malleable-iron fittings for agricultural machinery.

Machine Tools.—John A. McKay Manufacturing Co., Dunn, N. C., wants power punch and shear; second-hand preferred.

Machine Tools.—Jamestown & Elizabeth River Transportation Co., V. L. Edmunds, general manager, Box 10, Pinners, Va., wants lathes and milling machine and small drill press, oils and tools.

Machine Tools, etc.—Bids will be received until March 26 at the office of D. W. Ross, general purchasing officer, Isthmian Canal Commission, Washington, D. C., for machines for machine shops, furniture, mattresses, pillows, ranges, range boilers, lamps, lumber, etc. Blanks and general information relating to this circular (No. 355) may be obtained from office of General Purchasing Officer or the offices of the assistant purchasing agents, 24 State street, New York, N. Y.; Custom-house, New Orleans, La.; 1086 North Point street, San Francisco, Cal.; and 409 Chamber of Commerce Building, Tacoma, Wash.; also from Chief Quartermaster, Chicago; Depot Quartermaster, St. Louis; Depot Quartermaster, Jeffersonville, Ind.; and Chief Quartermaster, Atlanta, Ga.

Mattress Machinery.—Queen City Furniture Manufacturing Co., Ltd., Box 411, Shreveport, La., wants mattress machinery.

Metal Ceiling.—See Building Note under Jeggsville.

Metal Parts.—See "Bookbinding Equipment."

Mining Equipment.—F. W. Thornwell, superintendent Southwestern Copper Co., Sierra Blanca, Texas, wants wire rope, buckets and machinery for mining copper.

Miscellaneous Supplies.—Bids will be received until April 22 at the office of the chief clerk, Department of Commerce and Labor, Washington, D. C., for furnishing the department with stationery, carpets, copper-plates for engraving and electrotyping, electrical supplies, forage, fuel, furniture, hardware, ice, linoleum, lumber, oils, paints, photographic supplies, plumbing supplies, etc.; for removing ashes and rubbish, cleaning and laying carpets, washing towels and the purchase of waste paper during the fiscal year ending June 30, 1908. Blanks for proposals, with specifications, will be furnished on application.

Mining Machinery.—F. S. Royster Guano Co., Norfolk, Va., will purchase machinery and equipment for mining phosphate.

Paving.—Street Committee of City Council, Columbus, Ga., will let contract March 20 for constructing about 45,000 square yards vitrified brick or bitulithic street paving; specifications on file at office of W. C. Campbell, Superintendent of Public Works; usual rights reserved. L. A. Camp is chairman Commissioners on Streets and Sewers.

Paving Material.—Bids will be received March 19 for furnishing the office of the City Engineer, Charleston, S. C., with about 80,000 best granite blocks of the following dimensions: Length, 9 to 15 inches; depth, 5 to 7 inches; width, 3½ to 4½ inches; average size must measure 48 inches on top, making seven blocks per square yard when laid, faces and

edge cut square; payments to be made upon the basis of 27 blocks per square yard after work is laid; blocks to be delivered by rail or vessel, free of charge to city; usual rights reserved. For further information address J. H. Dingle, City Engineer.

Piping.—Tullahoma Tobacco Works, Tullahoma, Tenn., wants 1000 feet one-inch steam-pipe set in four coils of equal size and 200 feet of one-inch steam-pipe.

Paving.—H. B. F. Macfarland, Henry L. West, John Biddle, Commissioners District of Columbia, Washington, D. C., will receive bids until March 23 for making repairs to asphalt pavements for periods ending June 30, 1909, and June 30, 1911. Blank forms of proposal and specifications may be obtained on application to Room 43, District Building.

Paving, etc.—H. B. F. Macfarland, Henry L. West, John Biddle, Commissioners District of Columbia, Washington, D. C., will receive bids until March 30 for laying asphalt-block pavements; also at the same time and place for paving various streets and avenues with sheet asphalt. Blank forms of proposal, specifications and all necessary information may be obtained at Room 43, District Building.

Piping.—See "Water-works Supplies."

Printery Equipment.—See "Bookbinding Equipment."

Pump.—P. J. Mims, Leesville, S. C., wants prices on duplex fire pump.

Pump.—Board of Public Works, W. A. Sombart, president, Boonville, Mo., wants 2,000-gallon pump for water-works.

Pumps.—See "Water-works."

Pumps.—J. C. Peden, Bellamy, Ala., wants to correspond with manufacturers relative to securing agency for pumps.

Quarrying Equipment.—Dr. F. B. Reagor, Shelbyville, Tenn., wants equipment for quarrying rock, including crusher and accessories; daily capacity 700 tons; new or second-hand.

Railway Equipment.—Lidgerwood Manufacturing Co., Empire Building, Atlanta, Ga., wants 40,000-pound capacity log cars for either short or long logs; simply bunk cars with low wheels; second-hand in good condition desired.

Railway Equipment.—O. R. Whitney, 39-41 Cortlandt street, New York, wants 10 40-foot flat cars in first-class condition with automatic couplers and airbrakes that will pass M. C. B. Inspection; immediate delivery.

Railway Equipment.—Bee Tree Railroad Co., Swannanoa, N. C., wants two miles 45 to 56 pound rails for delivery within 60 days; new or second-hand.

Railway Equipment.—Wise Granite Co., Wise, N. C., wants four pairs of railroad trucks with axles for immediate delivery; new or second-hand.

Railway Equipment.—Cumberland River & Nashville Railroad Co., 429 East Broadway, Louisville, Ky., wants 20 miles new or good relaying rails to weigh 60 pounds per yard with all connections.

Railway Equipment (Electrical).—Mississippi Valley Electric Railway Co., Nauvoo, Ill., wants equipment and supplies for building 45 miles of electric line.

Railway Equipment.—Cherokee Tanning Extract Co., Andrews, N. C., wants five tank cars suitable for tanning extract, from 6000 to 9000 gallons capacity, not less than 60,000 pounds capacity, steel underframe; either new or in first-class second-hand condition. State location, price and full specifications, which must conform to the Pennsylvania Railroad requirements.

Road Machinery.—Texas Construction Co., 901 9th street, Fort Worth, Texas, wants sixteen Kelley Springfield tandem asphalt roller.

Road Machinery.—Highway Commission, Andrews, N. C., wants a heavy road roller to be drawn by horses. Send prices and description to J. Q. Barker, Andrews, N. C.

Roofing.—Powhatan Farm, Inc., Room 35 Merchants' Bank Building, Richmond, Va., wants roofing.

Scales.—See "Warehouse Supplies."

Sewerage System.—Board of Affairs, Parkersburg, W. Va., will receive bids April 11 for furnishing material and labor for constructing a two-ring brick sewer six feet in diameter and 800 feet long according to plans and specifications on file at office of J. V. Dunbar, City Engineer. All bids must be accompanied by a certified check for \$500, payable at a bank, to the order of Frank Good, Auditor; usual rights reserved.

Special Machinery.—White-Blakeslee Manufacturing Co., Birmingham, Ala., is prepared to contract for building machinery which has been accepted and is ready for market.

Steel Foundry Plant.—Alex Kilpatrick &

Sons Foundry Co., 12th and Howard streets, St. Louis, Mo., wants steel foundry plant that can be taken down and erected in another part of the country.

Steel Novelty Works.—John Bradford, 16 Grove street, Montgomery, Ala., wants to correspond with manufacturers relative to having manufactured a patent metal comb exactly like a hair comb, to be made of steel; to be used for an experimental machine and be three-eighth inch thick, teeth one-eighth inch thick and one-eighth inch apart.

Street Numbers.—See "Enameled Lettering."

Tank and Tower.—P. J. Mims, Leesville, S. C., wants price on steel tank and tower.

Traveling Crane.—Bids will be received at Bureau of Supplies and Accounts, Navy Department, Washington, D. C., for furnishing at naval station, New Orleans, La., one 25-ton electric traveling crane. Applications for proposals should refer to Schedule 427. Blank proposals furnished on application to Navy Pay Office, New Orleans, La., or to the bureau. E. B. Rogers, paymaster general, U. S. N.

Trucks.—See "Warehouse Supplies."

Warehouse Supplies.—L. B. McFarland, president board of directors Farmers' Union Warehouse Association, Water Valley, Miss., wants scales, trucks and other necessities for cotton warehouse.

Water Meters.—Lon A. Bernard, Box 116, Bay City, Texas, wants addresses of water-meter manufacturers.

Water-works.—Contract will be let March 15 for constructing water-works; Henry Nelms, manager, Gate City, Va.

Water-works.—Bids marked "Proposals for Furnishing Material and Labor and Constructing Water-works or Subdivision" and addressed to D. Isbell, Mayor, Guntersville, Ala., will be received until April 2; printed forms to be used. The plant will consist of a brick and concrete reservoir of 200,000 gallons capacity, two pumps, 200 gallons per minute capacity each; one 50-horse-power boiler, one and three-quarters miles of mains four inches to ten inches in diameter, 14 fire hydrants, valves, valve boxes, pumping station, etc. Proposals will be received first for furnishing material and constructing water-works system complete, or any subdivision thereof, town furnishing material. Certified check for an amount equal to 3 per cent of bid must accompany each proposal; plans and specifications on file at Mayor's office, also at office of Solomon-Norcross and Hall & Ilges Company, associated engineers, 1622-23-29 Candler Building, Atlanta, Ga.; usual rights reserved.

Water-works Supplies.—J. M. Watson, Mayor, Bunkie, La., will receive bids until April 1 for the purchase of all pipe, hydrants, valves, machinery and water-works supplies needed in the construction of proposed water-works. Specifications can be had by addressing O'Neil Engineering Co., Dallas, Texas.

Water-works Supplies.—P. J. Mims, Leesville, S. C., wants price on cast-iron water-pipe, hydrants, etc.

Well-drilling Machinery.—J. J. McWilliams, McWilliams Oil & Gas Manufacturing Co., McWilliams, Ala., wants information, cuts and prices on complete equipment for drilling oil wells.

Well-drilling Machinery.—J. J. McWilliams, McWilliams Oil & Gas Manufacturing Co., wants information, cuts and prices on complete equipment for drilling oil wells.

Windmill.—P. J. Mims, Leesville, S. C., wants price on windmill.

Wire Fencing.—Powhatan Farm, Inc., Room 35 Merchants' Bank Building, Richmond, Va., wants woven-wire fencing.

Woodworking Machinery.—Ottaray Furniture Co., Shelby, N. C., wants one planer and matcher, joiner, cut-off saw swing and sanding machine.

Wood-ber Machinery.—Salem Excelsior Co., Ralph Siewers, president, Winston-Salem, N. C., wants machinery for making wood fiber.

Woodworking Machinery.—Wanted, one second-hand standard, up-to-date, heavy four-side planer, matcher and molder for flooring, ceiling, siding and molding; give full information in first letter, as this is wanted for immediate shipment. Georgia Machine & Equipment Co., P. O. Box 239, Atlanta, Ga.

Now in New Offices.

The St. Louis (Mo.) Portland Cement Co., maker of the well-known Red Ring Portland cement, A. H. Craney, Jr., sales manager, has removed its offices from the Colonial Security Building to the new and handsome Liggett Building, St. Louis. The company has a commodious suite of rooms.

MISCELLANEOUS WANTS NOT OTHERWISE CLASSIFIED.

Cotton Bagging and Ties.—R. H. Angell, Galveston, Texas, wants addresses of manufacturers of cotton bagging and ties.

Enameled Lettering.—W. H. Folk, Suffolk, Va., wants addresses of manufacturers of enamel house numbers and street names.

Fire Brick and Clay.—Cypress Lumber Co., Apalachicola, Fla., wants prices on fire brick and fire clay in carload lots delivered at Apalachicola.

Gates.—Hancock Wagon Co., Culverton, Ga., wants automatic gates for wagon roads.

Lumber.—J. B. Smith, Booth, Ala., wants to correspond with parties dealing in dogwood.

Oil Producers.—Galveston Creosoting Co., Galveston, Texas, wants addresses of pro-

ducers of creosote oil in the United States. Papier-mache Goods.—C. M. Cowan & Co., P. O. Box 14, Knoxville, Tenn., wants addresses of manufacturers of papier-mache goods.

Potato-chip Machinery.—F. L. Ward, Box 254, Greensboro, N. C., wants machines for making potato chips.

Scrap-Iron.—Georgia Foundry & Machine Co., Rome, Ga., wants about 40 tons of car-wheel scrap-iron; quote price and state point of shipment.

Stump-puller.—J. M. Conerly, Wanamaker, S. C., wants addresses of manufacturers of Giant stump-puller.

Turpentine Extractors.—Emporia Manufacturing Co., W. F. Deal, president and manager, Emporia, Va., wants to correspond with parties engaged in extracting turpentine from the refuse of sawmills.

residence for Fritz Hoffman and a costly residence for Dr. Smith.

Clipper Marine and Stationary Engines.

Machines for furnishing power, from the smallest to the largest sizes, are in large and widespread demand today. Present industrial activity and the progressiveness of men in all walks of life are assisting to increase this demand. Small marine and stationary engines manufactured by the Clipper Lawn Mower Co. of Dixon, Ill., are built in small sizes that have found great favor throughout the country. They are offered for two, three, five and eight horse-power, particulars of which sizes can be obtained by writing to the company.

Complete Line of Electrical Supplies.

The F. D. Lawrence Electric Co., Cincinnati, Ohio, aims to have on hand always a complete line of electrical supplies. In ordinary times this requires merely discernment in buying, but with the immense business in which the company has recently engaged ordinary methods have had to give way. Unusual efforts have been made to have shipments keep pace with orders and new stocks to come in fast enough and in sufficient volume to satisfy customers. This is being accomplished every day, and the whole force has so systematized its work that everything is moving in regular routine.

Large Vise Contract.

After a most thorough and critical test and examination, the Pittsburgh Automatic Vise & Tool Co. of Pittsburgh, Pa., was allotted the contract for vise equipment for one of the large new plants being built by Dodge & Day, the well-known engineers of Philadelphia. These vises were minutely examined and tested by practical mechanical heads of the firms, and the superiority, construction, simplicity, strength and multiplicity of action of these vises secured the order. This is but one of many contracts which the Pittsburgh Automatic Vise & Tool Co. has secured for complete equipment of shops.

Fox Machine Shipments to Europe.

Machine tools, pattern-shop equipment and high-grade woodworking machines are products which the Fox Machine Co. of Grand Rapids, Mich., offers to purchasers throughout the world. That this company's customers are located in all sections is evident in shipments made one day last week to Japan, Italy and France and to the fact that many small orders are constantly being received from nearly every civilized country. Domestic demands for Fox machinery also continue, and the company is operating its plant 22 hours per day. This has been the regular day's procedure for the past six months.

New Grate Offered.

Manufacturers and users of grates may be interested in the statement of S. A. Pruitt of Americus, Ga., in reference to a new grate. Mr. Pruitt says: "This grate fills a long-felt want. The top and bottom parts are made separate. When the bottom burns out all that is necessary is to insert a new one, which can be bought for less than one-third the cost of a new complete grate. There are no bolts or screws to be taken loose. All that is necessary in putting in a new bottom is to lift the old one out and insert the new one, which can be accomplished in 10 seconds." Mr. Pruitt offers to sell the patent or to give the right to manufacture on a royalty basis.

Yale & Towne and Gilbreth.

The Yale & Towne Manufacturing Co. has awarded contract to Frank B. Gilbreth, New York, for building extensions to press shop and cabinet lock department at Stamford, Conn. Press-shop extension will be one story high, approximately 80x156 feet, resting on 40-foot piles, with brick walls and timber roof, with saw-tooth skylights; floor of reinforced concrete, designed for a live load of 250 pounds. Cabinet-lock extension will be one story high, 42x80 feet, of wood construction, with gravel roof; of concrete foundation and retaining wall. Cost to be about \$40,000. This is a repeat order and will be the sixth and seventh building constructed for Yale & Towne by Mr. Gilbreth.

The Season for Lawn Mowers.

While lawn mowers can be used throughout the entire year in most sections of the South, yet during the summer months there is naturally a greater demand for these machines. Inventors have given considerable attention to perfecting lawn mowers, and consequently the machines operated nowadays are great improvements over the old styles. In this connection it is timely to call

attention to the lawn mowers manufactured by the Clipper Lawn Mower Co. of Dixon, Ill. This company calls special attention to the fact that the Clipper mower does not touch the grass until it cuts it, and therefore does not catch the top, jerk it and break the feeders at the roots. Descriptive circulars will be sent to inquirers.

For a New Plant.

Messrs. Ballinger & Perrot, architects and engineers, 1200 Chestnut street, Philadelphia, have completed plans and specifications for a new plant to be erected at 49th and Market streets for Chilton Printing Co. Building will front 129 feet on Market street and 128 feet on 49th street; one story and basement; walls of cement blocks; columns and roof of slow-burning mill construction; roof furnished with saw-tooth skylights; boiler-room in basement separated from rest of building by reinforced-concrete ceilings and walls. Provision will be made for complying with requirements of the insurance companies for buildings of this class; to be equipped with sprinkler system supplied from tank located on a tower at one corner of building.

Consolidation of Concrete-Block Machinery Companies.

On account of the great demand for concrete-block machinery, and further desiring to manufacture at a point where shipping facilities and labor conditions are excellent, the Hoosier Manufacturing Co., Auburn, Ind.; Concrete Block Machine Co., Auburn, Ind.; and Normandin Machine Co., Jackson, Mich., have consolidated with the Cement Machinery Co., Jackson, Mich., under the latter title, with factories and office at Jackson. The Cement Machinery Co. will control the Hoosier, Peninsula and Champion face-down block machines, the Normandin, Model and Cemaco side-face block machines, the Favorite mechanical tamping 10 or 20-pocket cement brick machines, the Practical adjustable sill cap and step mold, the Universal cement post machines, concrete mixers, cement sewer-pipe molds, ornamental ball-base baluster and column molds, cement shingle machines, cement roofing, tile machines, etc. This company will make a specialty of installing complete concrete-product plants throughout the United States and foreign countries. The export office is at 29 Broadway, New York. The officers are: William F. Cowham, president and general manager; Sid. L. Wiltse, secretary and manager sales; John W. Boardman, Jr., treasurer and manager finance, and Willis H. McDowell, general superintendent. Messrs. Eugene McDowell, John W. Miller and P. C. Green are also connected with the company in important departments.

TRADE LITERATURE.**Some Blotters from Pittsburgh.**

As a reminder of its products the Pittsburgh (Pa.) Automatic Vise & Tool Co. is sending to its friends some neat desk blotters. These blotters call attention forcibly to the company's product.

Buckeye Document No. 7.

Buckeye document No. 7 has been issued, and it presents data that will interest purchasers and users of electric lamps. It refers in a pleasing way to the advanced lighting methods of today and to that science of illumination which is the application of an harmonious lighting scheme to illuminate a given building or area. It tells especially about the new type Gem lamp manufactured by the Buckeye Electric Co. of Cleveland, Ohio. Write to this company for copies of its series of documents, of which No. 7 is the latest.

A Machine-Tool Publication.

The Progress Reporter for March is now being distributed by its publisher, the Niles-Bement-Pond Company of 111 Broadway, New York. This publication is issued every few weeks in order to keep the company's employees and the public generally informed as to the new machines and devices which are constantly being introduced. The March number tells about the Pratt & Whitney 16-inch toolmakers' lathe, 42-inch standard planer with variable cutting speed and constant return speed, pneumatic clutches for planer drives and under severe duty, and other tools and devices. Numerous photographic views are presented.

Clark Meter Box.

A calendar card for March calls attention to the Clark meter box and is being distributed by H. W. Clark, 1518 Broadway, Mattoon, Ill. Mr. Clark manufactures the box mentioned, and his card reads as follows: "Spring is here—clean house. Throw out your old, crude boxes and use the Clark meter box. It is scientific and correct; its

INDUSTRIAL NEWS OF INTEREST**Wants Gas Engine Agency.**

The Standard Plumbing & Supply Co., of Morgantown, W. Va., wants to secure the agency for a good small gas engine.

Cotton Mill for Sale.

Full details regarding a Southern cotton-mill property that is offered for sale can be obtained by addressing B. F. Eborn of Birmingham, Ala.

Baltimore Warehouse Offered.

A large warehouse, well lighted from three sides, 48x176 feet in size, is offered for rent. It is located in Baltimore and is said to be adapted for manufacturing purposes. Address Jas. E. Ingram, Ingram Building, Baltimore, Md.

Water-Power and Boiler Offered.

Those who may be prepared to purchase a water-power capable of developing 600 horsepower, located near Baltimore, Md., are invited to address E. Reynolds, Bradshaw, Md. Mr. Reynolds also offers for sale a new 45-horse-power boiler at a low price.

Guaranteeing Plumbing Supplies.

A rather neat card is being distributed by the Haines, Jones & Cadbury Company of 1130 Ridge avenue, Philadelphia. It presents a facsimile of the guarantee label which the company is now placing on its bathtubs, lavatories and other plumbing supplies.

Texas Timber Lands.

A virgin hardwood forest covering 12,500 acres in Northeast Texas is purchasable. This forest, which includes white oak, hickory, ash and red gum, is within 8 to 10 miles of the railroad and when cleared will make good farm lands. Address Box 373, Clarks-ville, Texas.

Patent Measuring Device.

Manufacturers interested in measuring devices of improved type are invited to write to E. G. Kimmell of Keyser, W. Va., for particulars of an invention he offers for sale. This invention is a patent measuring device that will measure circumference and linear and register same in feet, inches or fractions.

For Engine, Boiler and Pump Manufacturers.

Manufacturers of engines, boilers and pumps are invited to correspond with J. C. Peden of Bellamy, Ala. Mr. Peden intends to establish a machine shop at North Yellville, Ark., and in connection with that enterprise wants to secure agencies for pumps, engines and boilers.

Greenwald Co. to Build New Plant.

The demand for the steam engines manufactured by the I. & E. Greenwald Company has become so large that the management finds it necessary to provide another and larger plant. In order to provide for this new establishment the company has optioned a site in the manufacturing section of Cincinnati, Ohio, and will build thereon an extensive plant.

Big Pumps for Sale.

The city of Columbia, S. C., offers for sale a 2,500,000 gallon Worthington pumping engine, 1,500,000 Worthington pumping engine, 150-horse-power R. D. Cole Company boiler and one small feed-water pump in connection with boiler. Sealed bids will be opened March 25. For information address the committee, Ernest M. Du Pre (chairman), John A. Willis and W. P. Hamrick.

An S. Morgan Smith Contract.

One of the large contracts awarded recently in connection with the extensive construction work under way by the Southern

Power Co. of Charlotte, N. C., was awarded to the S. Morgan Smith Company of York, Pa. This contract calls for six pairs of wheels, each of 5200 horse-power, to operate under a 60-foot head, for installation at the development at Ninety-nine Islands.

Prepared to Build Machinery.

A well-known Southern manufacturer, prepared to build machinery which has been inspected and is ready for market, invites correspondence in this connection. The White-Blakeslee Manufacturing Co. of Birmingham, Ala., is the manufacturer mentioned. It has an extensive foundry and machine plant now in operation and contracts for general and special machine work.

Southern Enterprise Busily Engaged.

The manufacture and repair of supplies for the mechanical equipment of Southern cotton mills is keeping plants busily engaged. The Loom Reed & Harness Co. of Charlotte, N. C., has an extensive trade at this time. It states that the demand for its products is so urgent as to make it necessary to enlarge plant, and the capacity is to be doubled. Present capacity is 200 reeds daily.

For Manufacturing Loose-Sheet Binders and Similar Products.

The MacGowan-Cooke Printing Co. of Chattanooga, Tenn., intends to add the manufacture of loose-sheet binders, leather goods and advertising merchandise to its present products in printing, engraving and bookbinding. This company invites manufacturers to send catalogues and price lists of materials and metal parts used in this class of work.

Protection from Corrosion.

A card now being mailed presents a reproduction of the City Investing Building, now in course of construction in New York city. This is to be a modern structural-steel-frame office building, and it is interesting to note that protection from corrosion is being provided by the use of Dixon's silica graphite paint. This is manufactured in one quality and four colors by the Joseph Dixon Crucible Co., Jersey City, N. J.

An Enterprise Needing Capital.

Capital is wanted for a proposed Southern enterprise which the promoter states offers excellent opportunities for investment. Mr. E. B. Bailey of Monticello, Fla., can give information. He states the proposition is to develop 10,000 acres of land for cement, lime and brick manufacture, the property being located so that shipments by water can be readily made, especially to Panama. Inquirers will be given full particulars.

Mill Property Offered.

Manufacturers who may need a mill property in the South are invited to address "South Carolina," care of the Manufacturers' Record. They can thus obtain particulars regarding an offering of standard mill buildings, main structure being 60x105 feet, 30 acres of land, tenant-houses, etc., offered for sale. This property is located on a railway and electric-power line which furnishes a supply at \$20 per horse-power per annum and less.

Messrs. Alfred and Alfred.

Messrs. Albert D. Alfred and William W. Alfred have formed a partnership under the title of Alfred & Alfred, architects and general superintendents, Pensacola, Fla. They are desirous of receiving catalogues of materials, devices and specialties connected with their work, and invite manufacturers to respond to this need. The firm has recently placed plans and specifications for the \$12,000 St. John the Baptist Church, a \$3000

all sizes and styles of meters; suited to all localities and conditions; another winter's test (being the fifteenth) and no meters frozen; they can't freeze; securely and quickly locked; no trouble; thousands used by the United States Government; used everywhere. With our new iron collapsible form manufacture your own concrete meter box bodies. Our Teksgon meter coupling is a great time and money saver; no gasket used; no choked waterways; costs no more than the ordinary coupling. Write for complete catalogue."

Catalogue of Industrial Publications.

Manufacturers, operators, engineers, managers of all kinds of industrial plants and others who may be concerned in industrial developments of any kind should not fail to have a copy of the book catalogue issued by the Hill Publishing Co., 605 Pearl street, New York. This company's book department is a consolidation of the book department of the Engineering and Mining Journal, the American Machinist and Power. People who are desirous of being fully acquainted with the extent of books written on technical, mechanical engineering, metallurgical or chemical and other kindred subjects can obtain their object by being familiar with the list of Hill publications. Scarcely any class of work in industrial development pertaining to the progress of the world today but that is given attention in the various books listed in the catalogue. Synopses indicating the exact character and extent of the various books are given. Write for catalogue.

Our Two Cats.

"Our Two Cats" is the title of a little pamphlet issued by the Pettyjohn Company of Terre Haute, Ind. It refers to the two catalogues which the company issues in the interest of hollow concrete building blocks and their manufacture by improved machinery. One of these catalogues is entitled "Stonemaking," and describes the company's upright model, which molds the stones with the face on the side, using iron faceplates. The other is called "Making Faces," and tells about the company's facing machine, which molds the stones with the face down, and instead of iron uses concrete faceplates, producing stone that have the granular look, texture and feel of natural cut stone. People who know something about the different makes of hollow concrete-block machines will remember that the Pettyjohn design provides for moving a machine instead of the block. Anyone needing information regarding the production of hollow concrete blocks for building purposes should write the Pettyjohn Company for details of its system.

Security Mail Chute.

The attention of architects, contractors and others interested in the erection of large buildings is called to an interesting pamphlet which tells the details of an improved mailing system for use in office buildings, hotels, railroad stations and public structures generally. After several years' work the publisher of the pamphlet has perfected a mail chute which meets the requirements of the postal laws and regulations and a company has been formed to manufacture and install the equipment. This is the Security mail chute, constructed of one-eighth-inch thick cold-rolled pickled steel for the back and one-sixteenth inch thick for the sides; bronze frames of hard drawn bronze hold the one-fourth-inch plate glass firmly in place, while leaving no imperfect joint for letters to catch. The cornice molding and foot guard are of bronze, artistically designed to harmonize with the architecture of the building. Various other details that will be appreciated by people interested are presented in the pamphlet, together with photographic views of installation. The United States Mail Chute Equipment Co., Fullerton Building, St. Louis, Mo., is the company manufacturing this new mail chute.

A STEAMSHIP DEAL.

Merchants & Miners Will Now Have a Fleet of Twenty-Four Ships.

The Merchants & Miners' Transportation Co. of Baltimore, which operates steamers to Norfolk, Newport News and Savannah, as well as to Philadelphia, Providence and Boston, has purchased the Boston & Philadelphia Steamship Co., which operates between Boston and Philadelphia. The Merchants & Miners has 17 steamers, and the company which it has purchased has 7, which will give it a total of 24 steamers. The terms of the deal have not been made public, but it is said that the price paid was about \$2,000,000. Payment will be made by a stock issue of

the Merchants & Miners' Company, which will be acted upon at a meeting on March 20. The company now has \$2,000,000 of stock, but at the session of the Maryland Legislature a year ago it was authorized to increase its capital to \$6,000,000, this step being prompted, it is presumed, by expectations of a deal.

The Boston & Philadelphia Steamship Co., which has been acquired, succeeded the Massachusetts Steamship Co. in 1902. Its capital stock is \$1,500,000, upon which dividends amounting to 6 per cent. a year have been paid. The total assets of the corporation are \$2,292,408. The company was owned by the New York, New Haven & Hartford Railroad Co., which operates several steamer lines in connection with its trains, most of them along Long Island Sound and the New England coast. The line purchased was known as the Winsor line from the name of its president, Mr. Alfred Winsor, of Boston.

It is stated that the Merchants & Miners' Transportation Co. is by the deal strengthened in its position in conducting coastwise transportation, but it will not result in any official changes, and the directors will continue unchanged. It will still be a Baltimore company, and its operations will continue as they have been conducted from this city. The president is Mr. Joseph C. Whitney of Baltimore, who has grown up in the service from boyhood, and who last July succeeded Mr. Michael Jenkins as executive. The company, it is stated, is in a strong financial position, and has a bonded debt of only \$300,000. It pays 8 per cent. annual dividends. It is not yet stated how much stock will be issued to close the deal. The par is \$100, but it has recently sold in the market at \$235. There has been talk to the effect that the company would establish a steamer line to Jacksonville, Fla., but no such announcement has yet been made. The directors of the Merchants & Miners are Michael Jenkins, N. W. James, W. Kennedy Cromwell and Decatur H. Miller, Jr., all of Baltimore, and E. P. Whitney of Boston.

For Barging Alabama Coal.

The MANUFACTURERS' RECORD has previously referred to the plans of the Tidewater Development Co. These plans involve the barging of Alabama coal, and while in Mobile, Ala., last week J. M. Dewberry, president of the company, made the following statement, in part, to the Mobile Register:

"The Tidewater Development Co. should be barging coal to Mobile before January 1, 1908. It will build its own steel barges and towboats, and when in full working order will send down the Warrior and Tombigbee rivers to Mobile at least three fleets of barges daily. A fleet this large will probably carry 3000 tons, and we expect to barge to Mobile and other terminal points at least 750,000 tons of coal annually. We are after the practical working plans now, and that is the reason of our visit to Mobile.

"Terminals will be secured in Mobile, of course. We have some very strong inducements from New Orleans, and are considering them, but whatever may be determined as to other points, Mobile will be the only export coal port of the company. The company expects, in fact, to barge to Mobile annually over 250,000 tons of coal for export, irrespective of bunker coal. We have made arrangements with one of the largest English steamship companies now identified with Mobile to supply all the steamers necessary for handling export coal.

"While our steel barges are under construction we will use ordinary barges, and have arranged our plans and have such an abundant output that we can afford to

even tow these ordinary wooden barges back to the Warrior river terminals empty. In the Monongahela coal district wooden barges are destroyed after the coal is removed, it being too expensive to tow them back to the mines. They are also adopting the steel barges.

"Mobile is destined to become one of the greatest export coal ports in America. Of this we are firm believers. Everything points to its becoming a great port in every way. We would like to see 30 or 40 feet of water in the channel, but light-draft vessels, if properly cared for, can build up a port just as well as those of the deeper draft."

Bibb Power Co.'s Plans.

Some weeks ago reference was made to the Bibb Power Co. as applying for charter of incorporation at Macon, Ga. The charter was granted last week and the incorporators at once effected permanent organization, electing the following officers: President, W. J. Massee; vice-president, J. C. Walker of Marshallville; treasurer, John T. Moore; secretary, M. F. Hatcher; general counsel, Walter T. Johnson, and chief engineer, Charles F. Howe of Milledgeville, Ga. This company owns and controls several valuable water-powers on the Flint, Oconee and Ocmulgee rivers, and proposes developing them, about 50,000 horse-power to be obtained for transmission by electricity. The electricity will be furnished to operate interurban electric railways in which the Bibb Power Co. stockholders are interested, for manufacturing purposes, etc. Mr. Massee is credited by the Macon Telegraph with the following statement relative to his company's plans:

"We have had the finest engineers in the country investigate the feasibility of accomplishing such a task, and we have every assurance that the project can and will be easily accomplished. Why, power from Niagara Falls, as you know, is now being transmitted and used in New York city, a distance of 300 or 400 miles, and in California the Huntington people are transmitting water-power, I believe they claim, 365 miles. We have already engaged the services of Lockwood, Greene & Co. of Boston, one of the best hydraulic engineering firms in the country, to develop these waterways, and shall get right down to actual work.

"It takes money, and a lot of it, to carry out this project, as we realize what is needed to develop this rich section of Georgia, and will build an immense plant. The accomplishment of this great undertaking will prove a great inducement to cotton mills and other enterprises to establish here in Macon, where they can get motive power at a great saving. Large mills which upon establishment heretofore have been forced to expend fortunes the first jump out of the box for engines, boilers, etc., will be enabled to begin operations without this great expense, worry and inconvenience.

"The development of waterways in North Carolina has been the cause of a large influx of cotton mills, and that State claims it will take the first rank in cotton manufactures in the forthcoming year, and why can't the same results be obtained here?"

The Bibb Power Co. has a capital stock of \$100,000, with privilege of increasing to \$5,000,000. Its offices are in the Grand Building, Macon, Ga.

Leather Industry.

According to a bulletin issued by the Bureau of Statistics, the leather industry contributed \$150,000,000 to the foreign commerce of the United States in 1906, against \$55,000,000 in 1896. These figures include the imports and exports of

leather and its manufactures and imports and exports of hides and skins. The value of hides and skins imported in 1906 was about \$84,000,000, while in 1896 the value was \$21,000,000. Over \$45,000,000 worth of leather and its manufactures were exported in 1906, against \$19,000,000 in 1896, while the value of these articles imported in 1906 amounted to \$18,000,000. The value of hides and skins exported in 1906 was nearly \$2,000,000.

Of the \$45,000,000 worth of leather and its manufactures exported, \$9,500,000 represented boots and shoes, \$25,000,000 upper leather, \$8,000,000 sole leather and the remainder, \$2,500,000, harness and saddles, etc. The United Kingdom took nearly \$2,000,000 worth of boots and shoes, \$13,333,000 worth of upper leather and \$6,500,000 worth of sole leather in 1906, against \$250,000, \$7,333,000 and \$5,333,000, respectively, in 1896. The other countries which took large quantities of our boots and shoes were Canada with \$1,125,000 worth; West Indies, exclusive of Porto Rico, \$2,333,000, and Mexico, \$1,500,000. Belgium, France, Germany, the Netherlands, South America, Australia and various sections of Asia and Oceania all took greater or less values of boots and shoes, and besides many of these countries were good customers for other classes of leather.

Of cattle hides, Argentina sent to this country in 1906 \$5,000,000 worth, India over \$2,000,000, Canada \$2,333,000, France \$2,000,000 and Mexico more than \$1,000,000.

The imports of goatskins amounted to \$32,500,000, of which India contributed nearly \$11,000,000 worth, Mexico \$2,500,000, France \$2,000,000, China \$3,125,000, and, besides, the United Kingdom, Brazil, Argentina, Arabia and Russia each sent more than \$1,000,000 worth.

FINANCIAL NEWS

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,
Baltimore, Md., March 13.

In the Baltimore stock market during the past week prices have declined in sympathy with the break in the New York market, but the amount of business was comparatively small.

In the trading United Railways common sold from 12 to 10½; do. trust certificates from 11½ to 10½; do. incomes from 55 to 51½; do. funding 5s from 84 to 83½; do. funding scrip, 83½ to 84; United 4s from 87¼ to 84½. Consolidated Gas, Electric Light & Power 4½s were traded in at 83; Gas 6s at 103¼; Gas 5s at 109¾; Seaboard Company common from 20 to 19½; Seaboard 4s from 79½ to 74¼; do. 10-year 5s from 99½ to 90½; Consolidated Cotton Duck, 10 to 10%; do. preferred, 32 to 31; Cotton Duck 5s from 80¼ to 77¼. G.-B.-S. Brewing common sold at 6; the income bonds from 27¼ to 25; the 1sts from 54¼ to 54.

Bank stocks sold as follows: Maryland, 19; Mechanics', 27; Citizens', 32; Merchants', 174; German Bank 105½.

Baltimore Trust sold at 330, Fidelity & Deposit from 129½ to 126½; Maryland Casualty from 64 to 63½; Fidelity Trust, 200; United States Fidelity from 107½ to 108.

Other securities were dealt in as follows: Western Maryland 4s, 79½ to 77½; Houston Oil common from 7½ to 7; Merchants & Miners' Transportation Co. from 220 to 235; Atlantic Coast Line of South Carolina 4s, 99½; City & Suburban (Baltimore) 5s, 108; West Virginia Central 6s, 105½; Northern Central Railway stock, 91½ to 88½; Baltimore City 3½s, 1930, 100¼; Consolidation Coal, 91 to 90½; Detroit United 4½s, 87½; Atlantic Coast Line stock, 109¼ to 105; Balti-

more & Ohio stock, 105½; Baltimore, Chesapeake & Atlantic preferred, 51; North Baltimore 5s, 112; Charleston Consolidated Electric 5s, 91½; Charleston & West Carolina 5s, 110¼; Georgia Pacific 1sts, 118½; Baltimore City 3½s, 1928, 100; Anacostia & Potomac 5s, 101¼ to 101; City & Suburban (Washington) 5s, 101½; Knoxville Traction 5s, 107; Newport News & Old Point 5s, 95; Atlanta Consolidated Street Railway 5s, 103; Carolina Central 4s, 93 to 92½; Augusta Railway & Electric 5s, 101; Georgia Southern & Florida 5s, 100; Western North Carolina 6s, 110¼.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended March 13, 1907.

Railroad Stocks.	Par.	Bid.	Asked.
Atlanta & Charlotte.....	100	100	170
Atlantic Coast Pfd.....	100	105	115
Atlantic Coast of Connecticut.....	250	250	290
Georgia Sou. & Fla. 1st Pfd.....	100	92½	97
Seaboard Company Common.....	100	19	20
Seaboard Company 1st Pfd.....	100	70	78
Seaboard Company 2d Pfd.....	100	40	42
United Railways & Elec. Co.....	50	10¼	10½

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank.....	10	30	30
Commer. & Far. White Cfs.....	100	116¼	116
Commer. & Far. Blue Cfs.....	100	125	125
Drovers & Mech. Natl. Bank.....	100	235	235
Farmers & Mer. Natl. Bank.....	40	49	50
German Bank.....	100	105	105
Maryland National Bank.....	20	20	20
Merchants' National Bank.....	100	175	175
National Bank of Baltimore.....	100	115½	115
National Bank of Commerce.....	15	30½	30
National Howard Bank.....	10	12½	12½
National Marine Bank.....	30	38	38
National Mechanics' Bank.....	10	26	26
National Union Bank of Md.....	100	114	114

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Colonial Trust.....	50	26¼	26
Continental Trust.....	100	175	190
Fidelity & Deposit.....	50	125	126½
Fidelity Trust.....	100	200	205
International Trust.....	100	140	150
Maryland Casualty.....	25	63¼	63
Mercantile Trust & Deposit.....	50	122	125
Union Trust.....	50	63	63
U. S. Fidelity & Guaranty.....	100	107½	110

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron Pfd.....	50	89	90
Con. Cotton Duck Common.....	100	10	11
Con. Cotton Duck Pfd.....	50	31¼	32½
Mt. V. & Woodberry Cot. Duck.....	15	20	20
Con. Gas, Elec. Lt. & P. Pfd.....	100	84	84
Consolidated Coal.....	100	88	94
G. B. S. Brewing Co.....	100	52¼	54
George's Creek Coal.....	100	72½	78
Mer. & Miners' Trans. Co.....	100	230	240

Railroad Bonds.	Par.	Bid.	Asked.
Atlanta & Charlotte Ext. 4½s.....	100	101	101
Atlantic Coast Line 4s, 1932.....	100	93¼	95
Atlantic Coast Line 4s, 1952.....	100	82	85
Atlantic Coast Line (Conn.) 4s.....	100	86	86
Atlan. Coast Line (S. C.) 4s, 1948.....	100	90	100
Carolina Central 4s, 1948.....	100	92½	92
Charleston & West. Car. 5s, 1946.....	110	103	103
Coal & Iron Railway 5s, 1920.....	100	103	103
Georgia & Alabama 5s, 1945.....	100	107½	107
Georgia, Car. & North. 1st 5s, 1929.....	100	107	107
Georgia Pacific 1st 6s, 1922.....	118¼	113	113
Georgia Sou. & Fla. 1st 5s, 1945.....	108½	108½	108½
Petersburg, Class A 5s, 1926.....	111	111	111
Petersburg, Class B 5s, 1926.....	124½	126	126
Raleigh & Augusta 1st 6s, 1926.....	117½	120	120
Savannah, Fla. & West. 6s.....	100	130	130
Seaboard Air Line 4s, 1950.....	74	75	75
Seaboard Air Line 5s, 10-year, 1911.....	99	99½	99
Virginia Midland Gen. Mfge. 5s.....	111	114	114
Western Maryland new 4s, 1952.....	75	75	75
Western North Car. Con. 6s, 1914.....	104¼	104	104
West Vir. Central 1st 6s, 1911.....	104¼	105	105
Wilmington & Wel. Gold 5s, 1935.....	113¼	114	114

Street Railway Bonds.	Par.	Bid.	Asked.
Anacostia & Potomac 5s, 1948.....	100	101	101
Atlanta Con. St. Rwy. 5s.....	102½	102½	102½
Augusta Rwy. & Elec. 5s, 1940.....	101	102¼	102¼
Baltimore City Pass. 5s, 1911.....	103	103	103
Charleston Con. Elec. 5s, 1999.....	91½	91½	91½
City & Suburban 5s (Balto.), 1922.....	107½	108	108
City & Suburban 5s (Wash.), 1945.....	107	101	101
Knoxville Traction 1st 5s, 1925.....	105¼	105¼	105¼
Lake Roland Elev. 5s, 1942.....	111	115	115
Lexington Rwy. 1st 5s, 1949.....	96	100¼	100
Metropolitan 5s (Wash.), 1925.....	112	112	112
Newport News & Old Pt. 5s, 1938.....	95	97	97
Norfolk Railway & Light 5s.....	97¼	98	98
North Baltimore 5s, 1942.....	110	114	114
United Railways 1st 4s, 1949.....	84¼	84¼	84¼
United Railways Inc. 4s, 1949.....	81¼	82	82
United Railways Funding 5s.....	81¼	82	82

Miscellaneous Bonds.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron 5s.....	91	91	91
Consolidated Gas 5s, 1910.....	103¼	104	104
Consolidated Gas 5s, 1939.....	109¼	110	110
G. B. S. Brewing 1sts.....	53	53	53
G. B. S. Brewing 2d Incomes.....	24½	25¼	25¼
Maryland Telephone 5s.....	91	91	91
Mt. V. & Woodberry Cot. Duck 5s.....	78	78½	78½
Mt. V. & Woodberry Cot. Duck Inc.....	60	74	74
United Elec. Lt. & Power 4½s.....	90	92½	92½

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending March 11.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	94	95
Aiken Mfg. Co. (S. C.).....	85	88
Anderson Cotton Mills (S. C.).....	112½	115
Arkwright Mills (S. C.).....	80	85
Augusta Factory (Ga.).....	112	116
Avondale Mills (Ala.).....	105	110
Belton Mills (S. C.).....	110	113½
Bibb Mfg. Co. (Ga.).....	122	126
Brandon Mills (S. C.).....	120	130
Cabarrus Cot. Mills (N. C.), new.....	130	130
Chadwick Mfg. Co. (S. C.) Pfd.....	100¼	101½
Chiquola Mfg. Co. (S. C.).....	115	117½
Clifton Mfg. Co. (S. C.) Pfd.....	103	103
Clinton Cotton Mills (S. C.).....	150	150

Columbus Mfg. Co. (Ga.).....	96	101
Courtenay Mfg. Co. (S. C.).....	100	100
Dallas Mfg. Co. (Ala.).....	90	95
Darlington Mfg. Co. (S. C.).....	82	85¼
Eagle & Phenix Mills (Ga.).....	130	135
Easley Cotton Mills (S. C.).....	132	136
Enoree Mfg. Co. (S. C.).....	90	90
Enoree Mfg. Co. (S. C.) Pfd.....	100¼	100¼
Enterprise Mfg. Co. (Ga.).....	90	94
Exposition Cotton Mills (Ga.).....	200	200
Gaffney Mfg. Co. (S. C.).....	95	96
Gainesville Cotton Mills (S. C.).....	55	55
Granby Cot. Mills (S. C.) 1st Pfd.....	50	55
Granville Mfg. Co. (Ga.).....	165	165
Greenwood Cotton Mills (S. C.).....	93	96
Grendel Mills (S. C.).....	115	120
Henrietta Mills (N. C.).....	115	115
King Mfg. Co., John P. (Ga.).....	103	103
Monarch Cotton Mills (S. C.).....	106	107
Norris Cotton Mills (S. C.).....	106	107
Lancaster Cot. Mills (S. C.) Pfd.....	98	98¼
Langley Mfg. Co. (S. C.).....	92	96
Laurens Cotton Mills (S. C.).....	160	160
Limestone Mills (S. C.).....	120	122
Lockhart Mills (S. C.).....	99	102
Lockhart Mills (S. C.) Pfd.....	100	100
Louise Mills (N. C.).....	90	95
Louise Mills (N. C.) Pfd.....	98	98
Marlboro Mills (S. C.).....	90	90
Mayo Mills (N. C.).....	165	165
Mills Mfg. Co. (S. C.).....	100	101
Mills Mfg. Co. (S. C.) Pfd.....	99	101
Monaghan Mfg. Co. (S. C.).....	106	106
Monarch Cotton Mills (S. C.).....	106	106
Newberry Cotton Mills (S. C.).....	126	140
Norris Cotton Mills (S. C.).....	106	110
Olympia Cot. Mills (S. C.) Pfd.....	80	80
Orangeburg Mfg. Co. (S. C.) Pfd.....	80	97
Orr Cotton Mills (S. C.).....	100	102½
Pacolet Mfg. Co. (S. C.).....	135	136
Pacolet Mfg. Co. (S. C.) Pfd.....	103	103
Pelzer Mfg. Co. (S. C.).....	170	175
Piedmont Mfg. Co. (S. C.).....	170	177
Poe Mfg. Co. (S. C.).....	127	128
Richland Cot. Mills (S. C.) Pfd.....	92	92½
Raleigh Cotton Mills (N. C.).....	99	105
Roanoke Mills (N. C.).....	140	140
Saxon Mills (S. C.).....	110	110
Sibley Mills (S. C.).....	63	65
Spartan Mills (S. C.).....	150	150
Springstein Mills (S. C.).....	100	100
Trion Mfg. Co. (S. C.).....	130	142
Tucapau Mills (S. C.).....	180	200
Union-Buf. Cot. Mills (S. C.) 1st Pfd.....	75	75
Victor Mfg. Co. (S. C.).....	130	130
Warren Mfg. Co. (S. C.).....	106	106
Washington Mills (Va.).....	28	28
Washington Mills (Va.) Pfd.....	100	115
Whitney Mfg. Co. (S. C.).....	145	150
Wiscasset Mills (N. C.).....	122	125
Woodruff Cotton Mills (S. C.).....	126	130

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending March 11.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	93	95
Aiken Mfg. Co. (S. C.).....	82	89
American Spinning Co. (S. C.).....	122	125
Anderson Cotton Mills (S. C.).....	100	100
Arcadia Mills (S. C.).....	92	95
Arkwright Cotton Mills (S. C.).....	112	112
Augusta Factory (Ga.).....	80	85
Avondale Mills (Ala.).....	110	110
Belton Mills (S. C.).....	104	104
Bibb Mfg. Co. (Ga.).....	104	115
Brandon Mills (S. C.).....	128	128
Brogan Mills (S. C.).....	50	62
Cabarrus Cotton Mills (N. C.).....	120	120
Chadwick Mfg. Co. (N. C.) Pfd.....	101	103
Chiquola Mfg. Co. (S. C.).....	101	103
Clifton Mfg. Co. (S. C.).....	115	120
Clinton Cotton Mills (S. C.).....	150	150
Columbus Mfg. Co. (Ga.).....	94	97
Courtenay Mfg. Co. (S. C.).....	100	100
Dallas Mfg. Co. (S. C.).....	92	95
Darlington Mfg. Co. (S. C.).....	82	87
D. E. Converse Co. (S. C.).....	112	112
Eagle & Phenix Mills (Ga.).....	128	135
Easley Cotton Mills (S. C.).....	132	136
Enoree Mfg. Co. (S. C.).....	82	82
Enoree Mfg. Co. (S. C.) Pfd.....	100	102
Enterprise Mfg. Co. (Ga.).....	82	90
Exposition Cotton Mills (Ga.).....	174	200
Gaffney Mfg. Co. (S. C.).....	92	95
Gainesville Cotton Mills (Ga.).....	45	52
Glenwood Cotton Mills (S. C.).....	102	104
Gluck Mills (S. C.).....	94	94
Granby Cot. Mills (S. C.) 1st Pfd.....	50	50
Granville Mfg. Co. (S. C.).....	160	165
Greenwood Cotton Mills (S. C.).....	92	98
Grendel Mills (S. C.).....	115	115
Hartsville Cotton Mill (S. C.).....	100	103
Henrietta Mills (N. C.).....	115	115
Inman Mills (S. C.).....	98	110
King Mfg. Co., J. P. (Ga.).....	97	103
Lancaster Cotton Mills (S. C.).....	110	110
Lancaster Cot. Mills (S. C.) Pfd.....	92	99
Langley Mfg. Co. (S. C.).....	92	96
Laurens Mills (S. C.).....	152	162
Limestone Mills (S. C.).....	120	120
Lockhart Mills (S. C.).....	95	101
Lockhart Mills (S. C.) Pfd.....	101	101
Loray Cotton Mills (N. C.) Pfd.....	99	106
Louise Mills (N. C.).....	90	95
Louise Mills (N. C.) Pfd.....	102	102
Marlboro Cotton Mills (S. C.).....	150	200
Mayo Mills (N. C.).....	102	102
Mills Mfg. Co. (S. C.).....	102	102
Mollobon Mfg. Co. (S. C.).....	100	100
Monaghan Mills (S. C.).....	104	107
Monarch Cotton Mills (S. C.).....	101	106
Newberry Cotton Mills (S. C.).....	127	127
Ninety-Six Cotton Mills (S. C.).....	100	100
Odell Mfg. Co. (N. C.).....	90	90
Orangeburg Mfg. Co. (S. C.) Pfd.....	80	80
Orr Cotton Mills (S. C.).....	100	104
Pacolet Mfg. Co. (S. C.).....	180	185
Pacolet Mfg. Co. (S. C.) Pfd.....	102	104
Pelzer Mfg. Co. (S. C.).....	167	175
Piedmont Mfg. Co. (S. C.).....	167	175
Poe Mfg. Co., F. W. (S. C.).....	120	125
Raleigh Cotton Mills (N. C.).....	100	100
Richland Cot. Mills (S. C.) Pfd.....	50	50
Roanoke Mills (N. C.).....	118	118
Saxon Mills (S. C.).....	115	115
Sibley Mfg. Co. (Ga.).....	58	63
Southern Cotton Mills (N. C.).....	63	63
Spartan Mills (S. C.).....	149	152
Springstein Mills (S. C.).....	132	140
Trion Mfg. Co. (Ga.).....	122	140
Tucapau Mills (S. C.).....	185	185
Union-Buffalo 1st Pfd.....	72	75
Union-Buffalo 2d Pfd.....	25	30
Victor Mfg. Co. (S. C.).....	115	115
Warren Mfg. Co. (S. C.).....	106	107
Warren Mfg. Co. (S. C.) Pfd.....	106	107
Washington Mills (Va.).....	25	25
Washington Mills (Va.) Pfd.....	100	105
Whitney Mfg. Co. (S. C.).....	150	150
Wiscasset Mills (N. C.).....	119	119
Woodruff Cotton Mills (S. C.).....	127	132

New Corporations.

The People's Bank has begun business at Comer, Ga.

A bank is reported to be in process of organization at Gonzales, La.

It is reported that a new bank is to be established at Douglasville, Ga.

The Bank of Alpena, Alpena, Ark., has begun business with W. A. Jenkins cashier.

A \$15,000 bank is reported being organized at Amelia, Va., by ex-Congressman R. G. Southall.

A new trust company with \$50,000 capital is reported being organized at North Fort Worth, Texas.

The First National Bank of Ochiltree, Texas, is to open soon, it is reported, with Ed. Perry of Hamilton as cashier.

The Duke State Bank of Duke, O. T., capital \$1500, is to make application for a charter. A. L. Perry is president.

Plans are being promoted, it is reported, to organize a new life insurance company at Nashville, Tenn., with \$500,000 capital.

A loan and trust company with \$25,000 capital is reported being organized at Gadsden, Ala., by Gadsden National Bank.

A new bank with \$10,000 capital has been incorporated at Cotton Valley, La. S. L. Cole is president and A. A. Lowe cashier.

The Fourth National Bank of Fayetteville, N. C., capital \$100,000, has been approved. This succeeds the Bank of Fayetteville.

The Farmers' State Bank of Edmond, O. T., has been incorporated with \$15,000 capital by W. H. and J. S. Tuttle and J. N. Brandt.

The First State Bank of Cuero, Texas, is reported to have received its charter, and will open for business immediately; capital \$100,000.

The Cowboy State Bank of Rotan, Texas, capital \$25,000, has been incorporated by J. D. Davis, J. N. Weakley, J. W. Patton of Roby, Texas; E. W. Bartholomae of New Braunfels and others.

The First State Bank of Hermleigh, Scurry county, Texas, capital \$10,000, has filed its charter. The incorporators are Robert C. Herm, A. S. Lowe, J. W. Wenken, F. J. Grayum and E. J. Anderson.

The Carroll County Bank at Berryville, Ark., capital \$20,000 to \$50,000, has filed articles of incorporation. W. P. George is president, and the directors are W. L. Sneed, F. L. West, B. O. George and D. J. West.

It is reported that a new bank is to be established at Montgomery, Ala., by local business men, J. L. Hall, formerly president of the Merchants and Planters-Farley National Bank being the principal promoter.

The Naples National Bank, Naples, Texas, capital \$25,000, has been authorized to begin business; capital \$30,000; J. A. Moore, president; C. H. Bolin and L. R. Hall, vice-president; E. R. Greer, cashier.

The Hope National Bank of Hope, Ark., recently approved with \$50,000 capital, has organized with J. T. West, president; S. R. Oglesby and E. S. Greening, Jr., vice-presidents, and Stuart Wilson, cashier.

The Bank of Masontown at Masontown, W. Va., has been granted a charter; capital \$25,000. The incorporators are S. L. Cocun, E. R. P. Grimes, E. M. Hartley, W. H. Post and Jas. F. Watson, all of Masontown.

The Bankers' Trust Co. of Chester, Va., has been granted a charter; capital \$50,000 to \$100,000. The incorporators are F. E. Nolting, president, and R. Fleet, T. K. Sands, A. Trevett, E. B. Thompson, all of this city.

The Texas City State Bank of Texas City, Texas, has begun business. The directors are A. B. Wolvin, H. B. Moore, John H. Sieber, I. H. Kempner, F. B. Davison, W. M. Moore and C. W. Lane. The latter is cashier.

The Herdman Mortgage & Investment Co. of Oklahoma City, L. T., capital \$100,000, has been granted a charter. The incorporators are B. O. Young and L. M. Young of Oklahoma City and E. M. Herdman of Oshkosh, Wis.

The Wright Investment Co. of Roanoke, Va., has been granted a charter; capital \$5000 to \$15,000. The officers are E. B. Stone, president; R. J. Wright, secretary and treasurer; W. M. Wright, vice-president, all of Roanoke.

The First State Bank of Carroll County, Tennessee, of which Huntington is the county-seat, has been chartered with \$25,000 capital. The incorporators are J. E. Mosely, C. E. Larde, W. N. Foster, P. B. Parke and J. T. Edgar.

The Southern Realty & Securities Co. has been organized at New Orleans, La., with \$50,000 capital. The officers are Charles de B. Claiborne, president; Chas. Perrilliat, vice-president, and Roger Arnold, secretary and treasurer.

The Midway Bank & Trust Co. of Midway, Texas, capital \$60,000, has organized with the following directors: A. G. Boyce, president; R. S. Coon, vice-president; J. H. Boyce, cashier; J. E. Moore, W. J. Blair, R. E. Stalcup and L. H. Boyce.

The First National Bank of Kaw City, O. T., has been authorized to begin business; capital \$25,000; E. B. Eastman, president; C. A. Eastman and J. S. Eastman, vice-presidents; J. E. Hofer, cashier. It is a conversion of the Bank of Commerce.

The Glynn County Bank is reported to have begun business at Brunswick, Ga.,

with \$75,000 capital. The directors are: J. J. Lott, president; W. M. Tupper, vice-president; J. L. Allen, cashier; H. W. Gale, J. J. Vickers, T. Newman and H. F. duBignon.

The First National Bank of Ocilla, Ga., capital \$50,000, a conversion of the People's Bank, has been authorized to begin business; J. E. Howell, president; M. H. Paul and J. C. Luke, vice-presidents; R. H. Johnson, cashier; John A. Henderson, assistant cashier.

The Commonwealth National Bank of Dallas, Texas, with \$500,000 capital is to be organized by R. C. Ayres, formerly vice-president of the Gaston National Bank; E. M. Turner, formerly of the Farmers' National Bank of Hillsboro; J. H. Kempner of Galveston and others.

The Townsend Banking Co. of Townsend, Va., capital \$5000 to \$50,000, has been incorporated by J. G. Rodgers, T. J. Burbage, S. Townsend, president, of Townsend, Va.; M. H. Stevenson, vice-president, of Cape Charles; J. W. Jones, cashier, of Cape Charles.

The First State Bank & Trust Co. of Cuero, Texas, capital \$100,000, which succeeds the First National Bank, is reported to have begun business. Lee Joseph is president and J. J. Sumners, W. K. Breeden, C. G. Breeden, John Y. Bell and Arthur Burns are vice-presidents.

The First National Bank of Scottsville, Ky., capital \$25,000, which was recently approved, has organized with the following directors: R. B. Justice, president; Ed. F. Welch, vice-president; W. G. Moorman, cashier; A. Hobdy, Garland Braswell, N. S. Guy and Joe Flowers.

The Georgetown National Bank of Georgetown, Ky., capital \$75,000, has been authorized to begin business; A. L. Ferguson, president; M. H. Haggard, vice-president; J. R. Downing, cashier; G. T. Hambrick, assistant cashier. It is a conversion of the Bank of Georgetown.

The Sykesville National Bank of Sykesville, Md., has been authorized to begin business with \$50,000 capital. The officers are Wade H. D. Warfield, president; G. Harry Gebrad, vice-president, and W. M. Chipley, cashier. This is a conversion of the Sykesville Bank of Carroll county.

The First State Bank of McKenzie, Tenn., capital \$25,000, has elected the following directors: President, C. E. Larde; vice-president, W. A. Young; cashier, J. E. Moseley; Drs. J. D. and M. A. McKenzie, W. M. and L. A. Foster, Allen Foust, John Edgar, J. L. Baker and W. B. Johnson.

The Citizens' Fire Insurance Co. of Charles Town, W. Va., capital \$200,000, surplus \$100,000, has organized with officers as follows: Col. R. P. Chew, president; Thornton Perry, first vice-president; Paul Robinson, second vice-president; W. O. Norris, treasurer; R. W. Alexander, secretary.

The Greenville National Exchange Bank of Greenville, Texas, has been authorized to begin business; capital \$200,000; W. A. Williams, president; F. J. Phillips and George S. Perkins, vice-presidents; H. W. Williams, cashier; J. W. Birdsong and W. A. Williams, Jr., assistant cashiers.

The Merchants and Farmers' Bank of DeRidder, La., has filed articles of incorporation; capital \$50,000. The directors are: President, A. I. Shaw; first vice-president, T. J. Carroll; second vice-president, A. J. Hanchey; J. H. McMahon, J. M. Johnson, L. Frusha, P. Simon, P. W. West and J. W. Lee.

The State Bank of Omaha, Morris county, Texas, has been chartered with \$25,000 capital by F. W. Farrier, Tom Tuck, J. M. Coffy, G. M. Chaddick, Mrs. Lillie Hays, J. W. Glass, J. B. Wright, J. D. May, H. J. Giles, J. B. Davis, H.

B. Stevens, C. H. Beckner and I. Meador.

The Anderson National Bank of Lawrenceburg, Ky., capital \$100,000, will, it is stated, begin business about June 1 with the following directors: President, J. W. Gaines; vice-presidents, Judge William E. Dowling and D. L. Moore, Jr.; cashier, L. W. McBrayer; Walter G. Witherspoon, W. B. Morgan, John P. McWilliams and J. R. York, Jr.

Edward Kennedy of Houston, Texas, is reported to be organizing a State bank at Katy, Texas; capital \$25,000. Among others interested are residents of Katy as follows: W. H. Weller, A. A. Stockdick, J. Alt, W. O. Baldwin, J. O. Thomas, J. M. Stewart, D. G. Hubble, W. P. Baney, W. P. Morrison, A. G. Woodbury, J. C. Lloyd, C. W. Hickman, B. F. Poarmon and L. W. Clardy.

The Farmers and Merchants' Bank of Chattanooga, Tenn., capital \$50,000, has made application for a charter. The incorporators are C. R. Wallace, W. A. Shaffer, D. W. Thomas, M. L. Harvin, W. Andrew Lee and S. A. Fowler of Chattanooga, W. D. Manley and O. D. Gorman of Atlanta, the two latter representing the Witham interests.

The Planters' Bank of Puerto Rico has been incorporated at Mobile, Ala., with paid-in capital of \$25,000 and authorized capital of \$100,000. Joseph Wenar, first vice-president, and W. J. Rice, cashier, are the officers for the first year. The incorporators are Miguel Morales, Domian Monseratt, H. Kaplan, Joseph Wenar, Richard G. Jacobs, Frank M. Hamilton, W. J. Rice, Robert Graham, all of San Juan, Porto Rico.

The Commercial and Savings Bank of Lexington, N. C., has begun business; capital \$25,000. The officers are J. W. McCrary, president; E. J. Buchanan, vice-president; J. F. Deaderick, cashier; E. B. Craven, manager insurance department; directors, J. T. Hedrick, J. W. McCrary, E. B. Craven, E. J. Buchanan, W. H. Walker, J. W. Crowell, W. A. Bailey, J. G. Walser, D. H. Hinkle, D. L. Brinkley, P. J. Leonard and B. H. Finch.

The Pensacola Bank & Trust Co. of Pensacola, Fla., has begun business; capital \$200,000. The directors are O. L. Bass, president; F. L. Wilkinson, vice-president and trust officer; G. C. Scudamore, cashier; Jas. B. Perkins, vice-president and manager real-estate department; Thos. C. Watson, J. H. Pace, Geo. P. Wentworth, J. Walter Kehoe, Will L. Moyer, J. R. Shoemaker, J. C. Green, Chris Thiesen, Lee Daniel, O. M. Gordon, A. Lischkoff, W. E. Mathis.

The Farmers' Bank of Osyka, Miss., capital \$50,000, has organized as follows: S. A. Bacot, president; W. F. Pate, first vice-president; Dr. A. D. Felder, second vice-president; C. J. Ott, cashier; directors, J. W. Magee, S. A. Bacot, Rev. John W. Powell and Walter F. Pate of Osyka, W. E. Simmons of Summerville, Dr. A. D. Felder of Magnolia, D. F. Gordon of Gillsburg, Andrew J. Alford of Gladdis, La.; E. Weston Ott of Mt. Herman, La., and J. O. Magee of Sunny Hill, La.

The National City Bank of Charleston, W. Va., opened for business on March 1; capital \$125,000. Its president is Dr. J. E. Robins, who is prominently connected with the coal industry of West Virginia. The other officers are A. C. Calderwood and John L. Thornhill, vice-presidents; J. S. Hill, cashier, and G. R. Blake, assistant cashier. The directors include the first four officials and Henry B. Davenport, N. O. Bacon, H. S. Moore, W. D. Sell, A. D. Harrah, D. E. Lloyd, C. A. Sullivan, J. P. Staton, Thos. Turner and J. A. Glenn. The bank is at 805 Kanawha street. Mr. Hill, the cashier, was formerly connected with the Fayette County National Bank.

New Securities.

Arkadelphia, Ark.—The MANUFACTURERS' RECORD is informed that the city will offer for sale \$40,000 of school bonds. W. A. Cranford is superintendent of schools. Asheville, N. C.—Bids will be received by the City Treasurer until noon March 27 for \$30,000 of 30-year school bonds. R. J. Tighe is secretary school committee. Athens, Tenn.—Mr. W. N. Knox, County Clerk, writes the MANUFACTURERS' RECORD confirming the report that an election is to be held March 26 to vote on \$200,000 of McMinn county road bonds.

Bay City, Texas.—The School Trustees have been authorized to issue \$2000 of public-school bonds.

Beaumont, Texas.—It is reported that a bill is to be filed in the Legislature providing for \$50,000 of park bonds.

Beaumont, Texas.—The \$75,000 of sewer, \$30,000 of school and \$25,000 of paving bonds, for which bids are now being received, have been approved.

Belton, Texas.—The \$20,000 of 3½ per cent. 5-40-year Bell county bridge repair bonds recently sold have been registered.

Birmingham, Ala.—Ordinances have been prepared providing for the sale of \$12,000 of 6 per cent. 10-year street improvement and drainage bonds. George B. Ward is Mayor and J. C. Murray City Clerk.

Blum, Texas.—The citizens have voted to issue \$10,000 of schoolhouse bonds.

Bolivar, Texas.—The Attorney-General has approved \$50,000 of 4 per cent. 5-40-year Hardeman county courthouse bonds; also \$678 of 5 per cent. Red river bridge bonds.

Bronson, Texas.—The State Board of Education has purchased \$2500 of 5 per cent. school bonds.

Caldwell, Texas.—The Burleson county school fund is reported to have purchased at par the \$4000 of 4 per cent. 40-year water-works bonds.

Carrollton, Ga.—The city has voted to issue \$25,000 of 5 per cent. street improvement bonds.

Centralia, Mo.—The city has voted to issue \$40,000 of water-works and \$15,000 of electric-light 5 per cent. 5-20-year bonds.

Charleston, W. Va.—Bids will be received by the City Treasurer until noon May 15 for the purchase, sale and exchange of \$1,000,000 of 4 per cent. 30-year refunding bonds.

Charlotte, N. C.—The Legislature has passed a bill authorizing an issue of \$175,000 of 4½ per cent. refunding bonds. S. S. McNinch is Mayor.

Charlotte, N. C.—Reports state that Mecklenburg county will issue \$300,000 of refunding bonds. Address Board of County Commissioners.

Chillicothe, Mo.—Messrs. John Nuveen & Co. of Chicago have purchased at 101.025 and accrued interest the \$100,000 of 5 per cent. water-works and electric-light bonds.

Cleburne, Texas.—The \$32,000 of 5 per cent. 10-40-year refunding bonds have been approved.

Cleveland, Tenn.—The MANUFACTURERS' RECORD is informed that Bradley county will soon issue \$25,000 of road improvement bonds. Chas. S. Mayfield is Mayor.

Columbus, Ga.—The MANUFACTURERS' RECORD is informed that an election is to be held July 11 to vote on \$100,000 of 4 per cent. municipal lighting-plant bonds. L. H. Chappell is Mayor, and M. M. Moore, City Clerk.

Douglas, Ga.—The \$12,500 water and light extension and \$5000 of school 5 per cent. bonds have been purchased by E. H. Rollins & Sons of Boston at a premium of \$284.

[For Additional Financial News, See Pages 40 and 41.]

